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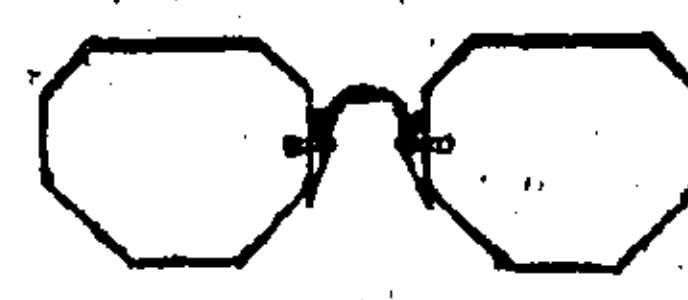
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DRAMATIC FALL OF KWEIPING.

National Forces Enter City After Bombardment.

GENERAL ATTACK.

"Dare-To-Die" Corps Repulsed By Heavy Fire.

According to a wire from General Chan Chai-tong, C.I.C. of the 8th Route Army, the National Punitive forces captured the city of Kweiping on May 13, taking many rebels, besides war materials. General Chu Shao-liang, C.I.C. of the 6th Route Army and his second-in-command, General Lui Woon-yim, and Admiral Chan Chak entered the city at noon.

The general attack was commenced on May 11, with Generals Chiang Kwong-nei and Yang-king of the 61st and 63rd Divisions respectively, comprising the advance column; Generals Mao Beng-wen and Tan Tao-yuan of the 8th and 50th Divisions, respectively, as reserve. These divisions were preceded by a "dare-to-die" body, consisting of 1,500 men including officers, who were the first to cross the river and responsible for the preliminary charges.

CITY BOMBARDED.

Canton, Yesterday.
At 9 a.m. Kweiping was simultaneously bombarded by the artillery from the opposite bank and by the gun-boats. The Kwang-shi retaliated from the city spiritedly. The exchanges continued without interruption until 8 p.m. It is understood that the city was at that time guarded by two infantry, one artillery and one machine-gun battalion.

At 9:25 p.m. the gun-boats Chung Yuan, Chup Sun and Kin Yu left Wulin for Kweiping but were fired upon by the enemy when they were five li below Kowshing. In spite of the incessant fire by the enemy's fortress, the three gun-boats speeded upstream till they reached Kowshing at 10:15 p.m. Immediately upon their arrival, wireless messages were sent to the National forces to make the necessary preparations to cross the river.

"Dare-to-Die" Corps Failed.

Upon the arrival of the gun-boats at 11:30 p.m. at Shektsui, the "dare-to-die" corps made their initial attempt to cross the river by means of pontoons, under cover of the shells from the gun-boats. However, they were successively prevented by enemy fire to reach the opposite bank. The first three attempts failed, with heavy casualties. At this critical moment, the gun-boats Kin Yu and Chup Sun steamed into the firing zone, and began to pour shells into the enemy fortress so effectively that the advance troops were successful in reaching the opposite bank in two directions: one from Shektsui to Tapkok and the other from Taiwan to Samihui.

The barbed wire entrenchments erected by the enemy along the bank were entirely covered by water, due to the flood of the Upper West River and were absolutely useless as a means of preventing the National troops from taking the city.

Rebel Remnants Retreated.

Practically the whole of the 12th Division was utilised by the National Punitive forces in crossing the river and besieging the city, which the rebels evacuated early the next morning. A portion of the rebels succeeded to retreat through the west gate to Shekling in the direction of Pan-yang.

One contingent of the insurgents stationed in the vicinity of Kowshing, hearing the news of the fall of Kweiping, immediately fled to Szwang, with the troops under Chu Wai-chun and Chow Sun-ming close on their heels.—Canton News Agency.

WAR IN THE NORTH.

Northern Defeats Not Significant.

[From Our Own Correspondent.]

Shanghai, To-day.
General hostilities between the Nanking troops and the Shansi-Kuomintang allied forces are progressing rapidly following the capture of Mamutsi, to the west of Hsuehchow on the Lunghai Railway by the Nanking forces.

The Northerners' defeats in Northern Anhui and in the Lunghai Railway zone are not regarded as a serious blow to the Shansi-Kuomintang position as the troops, who lost battles to the Nanking side in the preliminary engagements, are not Peng's and Yen's loyal forces.

SAFEGUARDING AN AID TO TRADE?

CONSERVATIVES CRITICISE THE GOVERNMENT POLICY.

GRATEFUL TO CANADA.

Rugby, Yesterday.
In a debate in the House of Commons on the estimates for the Board of Trade, Conservative members deplored the intention of the Government to allow safeguarding duties to lapse, pointing to the benefits which industries had derived from the duties and the effect which their removal would have in increasing unemployment. Reference was particularly made to the lace industry of Nottingham.

Mr. William Graham, President of the Board of Trade, replying, said that eight safeguarding duties had been imposed but these duties related in reality to less than two per cent. of the imports into this country and to less than one per cent. of the exports. In the field of articles wholly or mainly manufactured during the time that the duties had been in force, the figures showed that exports had diminished and that was one of the characteristics of many of the safeguarded industries. Whatever happened in the Home markets the export trade seemed to suffer. He could not believe the Conservative contention that there had been an advance of 162 per cent. in the home demand for different classes of lace.

A Positive Principle.

Beyond all question, there was a great majority at the last election for Free Trade principles. The Government took the proper course and, in his view, a sound economic course, in deciding that they would allow these duties to lapse or, at all events, would give no promise to continue them. Free Trade in his judgment was not a negative principle but a great positive principle in force. It had been suggested that France, by possession of the power of retaliation, had been able to get consideration which would not have been open to us. Underlying the suggestion of the speeches of the Conservatives was that we should have a retaliatory tariff as a weapon in our hands. In his opinion that would be the worst weapon this country could adopt. It would be disastrous to the great leading industries on which this country depended.

Unrest in India.

Reviewing the trade position, Mr. Graham said that since the Autumn of last year the country had been exposed to a series of events which had had a profound adverse influence on our industry and commerce. There had been new tariff proposals in the United States and unrest in India. Australia, which had a very large external debt, was now trying to restrict imports into the country and to encourage export to improve the position. In Canada, however, there was a more hopeful outlook and he acknowledged with gratitude the concessions which Canada had given to this country in the new Canadian tariff.—British Wireless Service.

JACK ASHORE.

Prince of Wales on the Needs of Sailors.

AVOIDING THE SLUMS.

Rugby, Yesterday.
The Prince of Wales to-day made his first public appearance since his return from Africa when, as Master of the Merchant Navy and Fishing Fleets, he presided at the annual meeting of the Missions to Seamen. He was received by a guard of honour of cadets from the training ship Worcester. The Prince said that in his travels in the last 10 or 12 years he had seen more than most people, the need for the kind of society that the Missions provided. Our sailors needed help not on the deep waters of the ocean, where they were past masters, but in the crowded slum life in the harbours they visit.—British Wireless Service.

Political Council this morning. Chang Hsueh-lang was appointed Vice-Generalissimo of the Chinese armies and aviation forces.—Reuter.

TROUBLE IN PESHAWAR

RAIDS BY FRONTIER TRIBESMEN.

"RED" INFLUENCE.

PLANE CRASHES IN KHYBER PASS.

Peshawar, Yesterday.
The authorities, assisted by the Frontier Constabulary, surrounded Utmanzai village, the source of the activities of the so-called "Red" volunteers, and disarmed all tribesmen, several of whom were arrested. The "Red" volunteers are reported to be attempting to paralyse communications by cutting the wires and blocking roads. Recently they unsuccessfully attempted to derail a train between Nowshera and Mardan.

A British aeroplane crashed near Alimasjid, in the Khyber Pass. The two pilots were killed. Air Force Reprisals.

London, Yesterday.
In the House of Commons at question time Mr. Wedgwood Benn said he had nothing to add to the statement on the general

FINE TO CLOUDY.

The Royal Observatory's weather report to-day states: The anticyclone is central over N.E. Japan.

A trough of low pressure still extends from Indo-China to the Indo-China to the East of Luzon.

Forecast: — N.E. winds, fresh; fine to cloudy.

Rainfall.
Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 1919, inches against an average of 16.16 inches.

Temperature and Humidity.
The temperature and humidity at certain specified centres this morning at 6 o'clock were:—

	Temp.	Humid.
Hong Kong	76	82
Macao	75	81
Pratas Island	78	74
Manila	77	92
Amoy	72	85
Swatow	73	88
Chefoo	63	78
Shanghai	59	100

situation in India on May 12, but as regards the North-West Frontier, the inhabitants of certain villages which had been in communication with Haji Turangzai had been disarmed by the Frontier Constabulary supported by troops, after aerial action on May 11. Several leaders were arrested and the Lashkar, commanded by Hajis' son, were attacked by an air force on May 12. The Waziri and Lashkar tribes, numbering 400, attacked a scout post and killed a sepoy on May 11. An air force attacked this Lashkar, which, it is reported, dispersed on May 12, but on the same night the post was again attacked, necessitating fresh air action on May 13.—Reuter.

Troublesome Haji.

Rugby, Yesterday.
Mr. Wedgwood Benn, Secretary for India, stated in the House of Commons that, regarding the general situation in India, he had nothing material to add to what the House already knew. As regards the North-West Frontier, however, and a particularly the tribal aspect of the situation, he had the following information. In Peshawar district, on the borders of the Mohmand country, after the air action taken on May 11 against Hajis' son, the inhabitants of certain villages in British territory which had been in communication with the Frontier Constabulary, supported by troops, and several leaders were arrested. The Lashkar, collected by Hajis' son, was attacked by the Royal Air Force again on May 12. In northern Waziristan on May 11, Waziri Lashkar tribes, 400 strong, attacked the Tochi scout post at Dattakhel. One scout sepoy was killed. The Royal Air Force attacked this Lashkar but desultory firing on the post continued during the night of May 11. On May 12 the Lashkar was reported to be dispersing, and therefore no further action took place.—On the night of May 12,

SHIP'S LOAD LINE

Captain's Answer to Charge.

EMPHATIC DISAGREEMENT.

A much-disputed question as to whether the s.s. Tin Yat was overloaded on the night of April 27, when lying at the wharf, came up again before Commander G. F. Hole, at the Marine Court this morning. The case had been adjourned on Tuesday last to enable His Worship to make certain investigations for himself.

His Worship this morning informed Mr. O. E. C. Marton that, having inspected the load line of a ship similar to the Tin Yat, he thought that there was a case to answer.

Mr. Marton intimated that he would call Captain D. Thomas, Master of the vessel (defendant). Firstly, however, he would inform His Worship that his client had been in command of ships of up to 8,000 tons tonnage during the past 16 years. He joined the Tin Yat on March 16 last.

Ex-Russian Gunboat.
The Tin Yat, said counsel, was formerly a Russian gunboat, and was converted a few months ago. It had a "fender" running round the hull, and the only way to inspect the disc on the ship was to get out on this fender.

The Captain would say that on the occasion in question the draft marks showed a mean draft of 10 ft. 7 1/2 inches. It was his information, from the previous captain of the ship, that the mean loaded draft of the vessel was 11 feet.

The prosecution, however, made the statement that the disc showed that the ship was overloaded to a mean of four inches.

It was agreed that when the ship left Canton for Hong Kong on the trip down, the mean draft was 10 ft. 5 1/2 inches.

Exact Reading More Difficult.
On the night in question the top of the water from crest to trough, according to the defence, was from six to twelve inches, and he would call evidence to the effect that such top made the exact reading of the disc a matter of great difficulty, if not impossibility.

Captain David Thomas, after stating that he joined the ship in March, said that they left Canton on April 25. They arrived in Hong Kong next day. The ship was loaded on Saturday night, and on Sunday evening at about 6 o'clock, witness who had been ashore, returned aboard. The Chief Officer, about nine o'clock, told him that the ship's mean draft was 10 ft. 7 1/2 inches, she being 10 ft. 3 ins. forward, and 11 ft. aft. He accepted this figure as quite correct and satisfactory, he always having understood that the mean loaded draft of the vessel was 11 ft. The last Captain had told him so, and he had no grounds to dispute it.

The General Practice.
The witness continued that it was the general practice in the Merchant Service to examine the disc as to loading whenever a ship got to within one inch or one inch and a half of her mean loading marks.

At 9:30 p.m. he was called and told that Boarding Officer Lowe wished to see him. The Officer came into the cabin and said the ship was overloaded. Witness asked him what was the mean draft, and the Officer gave him the same figures, 10 ft. 8 ins. and 11 ft., with a mean draft of 10 ft. 7 1/2 ins.

The Boarding Officer then asked me to look at the disc," continued witness. "This I could not do, it being not physically possible for me. The Chief Officer and the Chief Engineer volunteered to try, however. It might have been possible to get a measurement on the starboard side, next to the wharf, but it was not possible on the port side, where another ship lay alongside."

Continuing, witness added that neither of the officers was satisfied that the ship was overloaded, and they both stated that it was not possible to get an accurate

however, the Dattakhel post was again attacked and air action was again necessary on May 13.—British Wireless Service.

Salt Volunteers Arrested.

Bombay, Yesterday.

According to the publicity officer of the Vileparis-Satyagraha Committee, a hundred and fifty-eight salt volunteers were arrested in the course of a raid on the salt depot at Shirga.

Sixteen were injured in a collision with the police.—Reuter.

MYSTERY SHIPS.

Illicit Cargo of Opium For Far East.

LEAGUE ENQUIRY.

Geneva, Yesterday.
News has been received here of a mystery ship bearing an illicit cargo of opium, valued at £250,000 bound for the Far East "from a Western port." It is stated that the League Council is discussing the drug traffic. Mr. Henderson said that he had received news yesterday morning from the London Council. It was decided that Mr. Henderson convene in London in July a preparatory committee on which all countries manufacturing narcotic drugs shall be represented, with a view to holding a full conference in December to limit production to the world's legitimate needs.—Reuter.

reading of the disc. The sea was moderate, with a tide running. He himself estimated the top to be from six to eight inches, but it was the ship's position that was responsible for the difficulty in reading, and not, in his opinion, the condition of the water. Witness added that he had never heard of trying of trying to measure the disc from above, the mean draft being always the factor accepted at sea.

Greatly Surprised.
The mean draft of the ship taken on the slip later proved to be 10 ft. 8 1/2 ins. "I was greatly surprised at this," said witness, "as the late captain had distinctly told me it was 11 ft."

Boarding Officer Lowe here asked the witness if he had taken any steps to verify the fact.

Witness said that he had not. The ship had always been well above her marks previously.

Pressed by Mr. Lowe as to what happened after the disc was inspected, witness said that he made an entry in the log to the effect that if what the Boarding Officer said was correct, then his mean draft was only 10 ft. 5 1/2 ins. He maintained then, and still maintained that his ship was not overloaded, and his officers agreed with him.

Clearance Withheld.
Continuing, witness stated that the Boarding Officer took away his clearance, and after midnight he proceeded to unload.

Questioned by Mr. Lowe, witness said he had received a written chit from him (Mr. Lowe) to the effect that the clearance was withheld until the ship was seaworthy. This decided him to unload.

Further questioned witness stated emphatically "At no time did I agree with Mr. Lowe that the ship was overloaded."

Answering His Worship: In his experience it was much easier to read the draft figures on the stem and stern from the wharf, the angle of vision when reading the disc from there being very much steeper.

Chief Officer's Version.
Mr. Marton intimated that he would like to call the Chief Officer, after which he would apply for an adjournment, the Chief Engineer being ill at the moment. Accordingly, Mr. William Latton Forster was called.

He said he had Chief Officer of the ship since January. On the night in question he took the draft marks, the last time he did so before the arrival of the Boarding Officers being, he thought, about nine o'clock. The mean draft showed 10 ft. 7 1/2 ins. He did not recall the exact figures forward and aft at the moment. He informed the Captain of this.

As to the mean loaded draft, he had always understood it to be 11 ft. He found this written in the scrap book when he joined the ship, being written by the previous captain.

A Tricky Job.

Witness corroborated as to inspecting the disc. He was on the starboard side. It was impossible to determine whether the disc was submerged or not, as there was a lot of from 6 to 12 inches. Sometimes the disc was submerged and sometimes not. On the previous night the mean draft was six inches less, "but the ship was going down on Sunday night, what with passengers coming aboard, and so on."

In cross-examination, witness would not agree that he concurred with Mr. Lowe that the disc was submerged. Neither at 12:40 a.m. did he express satisfaction that the vessel was "down to her marks" after discharging some cargo. Witness calculated the draft after cargo was discharged at 10 ft. 5 1/2 ins. (Continued at foot of next column.)

AMERICA JEALOUS OF JAPAN?

SENATOR'S HOPE TO CUT DOWN JAPANESE NAVY.

EQUALITY IN 1936?

Washington, Yesterday.
During the course of the Senate Foreign Relations Committee's examination of the London Naval Treaty, Senator Hale, chairman of the Naval Committee in the Senate, referring to the Japanese question, said that apparently the United States had lost whatever advantage she had under the Washington Treaty in keeping Japan on a 10-10-6 ratio. He hoped it would be possible to cut down Japan in future.

Replying to a question by Mr. C. F. Adams, Secretary of the Navy, as to whether Japan would ask for equality in 1936, Senator Walsh replied: "She will ask for anything she thinks she can get."—Reuter's American Service.

STOP PRESS

Nanking, To-day.
An official report in the Central Daily News states that the Government General Fan Hsi-chi has advanced westward to Chinchang and is now marching on Taoschow while the Third Division under Chen Chien-chien captured Kweitch yesterday morning.

The Central Daily News states that the Government originally desired to promulgate a new import and export tariff on June 1, but owing to recent changes, such as the institution of the gold unit system, it has decided that a further revision of the schedules is necessary. Therefore the date of promulgation has been postponed.—Reuter.

Auckland, N.Z., Yesterday.
The Prime Minister, Sir Joseph Ward, announces that he is retiring.—Reuter.

London, Yesterday.
With 1,700,000 unemployed persons and the revelation that Empire trade has dropped over three per cent. in the first quarter of 1930, advocates of "Empire Free Trade" were busy yesterday. Lord Beaverbrook told a mass meeting at East Ham: "No sane people in their senses would go on on these conditions. They will insist on sweeping changes, even changes extending to public men, Labour, Liberal, and Conservative." He added: "We want Empire Free Trade now."

Mr. Baldwin, conducting a "Home and Empire campaign" at Reading said that safeguarding was wanted not only at Home, but also for Imperial purposes. He foreshadowed that "in a short time there will be an end of the day of Britain's being the dumping ground for the cheap labour of the whole world."

On the other hand Mr. Philip Snowden, speaking at the banquet of the British Bankers' Association, after referring to 29 per cent. drop in United States exports in 1930 and unemployment in the United States, said: "much more serious than that can be gathered by occasional references in the British Press." He said he was sure that the high tariffs, "perhaps in no small degree," were responsible for the depression in world trade.—Reuter.

Washington, Yesterday.
Congress has approved of the transfer of Prohibition enforcement activities from the Treasury to the Department of Justice, which President Hoover requested for the purpose of strengthening the machinery to enforce the dry law.—Reuter's American Service.

Another Adjournment.
Re-examined by Mr. Marton, witness said that he read the mean draft at 9 o'clock. The quarter-master wrote it on the slate. The top was irregular and 12 inches from crest to trough at its maximum. The hearing was adjourned to Tuesday, May 20, when the evidence of the Chief Engineer will be taken.



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HAKONE MARU	Saturday, 17th May at 7 a.m.
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KAGA MARU	Tuesday, 20th May.
TANGO MARU	Tuesday, 24th June.
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CALCUTTA MARU	Tuesday, 27th May.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
ANYO MARU	Sunday, 1st June.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
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NEW YORK, BOSTON via Panama.	
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CALCUTTA via Singapore, Penang & Rangoon.	
MORIOKA MARU	Friday, 30th May.
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† MATSUMOTO MARU	Friday, 18th May.
† AKITA MARU (Mojil direct)	Sunday, 18th May.
† TOTORI MARU	Monday, 19th May.
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HAKUSAN MARU	Monday, 26th May.
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ANDES MARU	Sunday, 8th June.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
SANTOS MARU	Tuesday, 20th May.
RIO DE JANEIRO MARU	Friday, 13th June.
SHINNOH MARU	Monday, 19th May.
CELEBES MARU	Tuesday, 3rd June.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
CHICAGO MARU	Sunday, 1st June.
CALCUTTA—Via Singapore, Penang & Rangoon.	
HIMALAYA MARU	Sunday, 18th May.
GANGES MARU	Sunday, 1st June.
VICTORIA, BRATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
ARABIA MARU (from Kobe)	Wednesday, 28th May.
MELBOURNE—Via Manila, Brisbane & Sydney.	
SYDNEY MARU	Friday, 6th June.
SAIPHONG—Via Hanoi & Pakhoi.	
NEW YORK—Via Japan ports & Panama.	
JAPAN PORTS.	
ATLANTIC MARU	Saturday, 17th May.
TACOMA MARU	Wednesday, 21st May.
KEELUNG—Via Swatow & Amoy.	
TAEAO—Via Swatow & Amoy.	
DELI MARU	Thursday, 22nd May, noon.
FAKAO & KEELUNG.	
BATAVIA MARU	Tuesday, 10th June.

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SHIPPING SECTION

ITALIAN SCHEMES.

"Pool" & Reorganisation of Services.

CARGO TRAFFIC.

According to good information, representatives of the shipping companies and the Italian Government, have under consideration an important scheme with the object of strengthening the Italian merchant marine against both the general shipping depression and international competition.

The chief points of the scheme are as follows:—(a) Reorganisation of the shipping services to eliminate all possible competition between Italian shipping companies. The pool constituted between the Navigazione Generale Italiana, the Lloyd Sabaud, and Cosulich some years ago, having shown considerable advantages the principle will be extended to cover all steamship companies, so that overlapping of services and sailings will be eliminated. (b) Reduction of expenditure on personnel, not in wages, but by the gradual elimination of surplus labour. (c) Abolition, by international agreements, of all double taxation. (d) A policy of general economy.

With these measures it is believed that the position will be considerably improved, especially with regard to cargo traffic, for the passenger business is fairly satisfactory, notably on the Atlantic lines.

Passenger Traffic.

According to official figures recently published, passengers arriving in Italian ports from foreign countries totalled 180,532 in 1929, against 163,193 in the previous year, of which 71,886 (against 69,272) were Italians living abroad, and 108,532 (against 93,921) of other nations. By first class there arrived last year 7,463 Italians, and 43,891 of other countries (against 6,877 and 39,258 in 1928), and by second 16,181 and 32,700 (against 16,363 and 30,094). Passengers in foreign ships were 35,697, against 33,770. The arrivals from North America totalled last year 57,813, against 53,233 in the previous year, and those from Southern and Central America 32,368, against 32,262.

These figures are sufficient to demonstrate that the share of Italian liners in the Atlantic passenger traffic is considerable. But it goes without saying that the figures can be still further improved by the elimination of all that is superfluous, especially in the de luxe class, in which considerable savings are estimated possible without loss of anything necessary for the comfort of passengers. The scheme presents many difficulties, however, and could not be enforced for some time.

Details of the Rex.

Work on the N.G.I. liner Rex was definitely commenced on April 21, the necessary preliminary work, including the lengthening and strengthening of the ship in the Sestri Ponente yard on which the ship will be built, having been in hand since early this year. The vessel will be constructed under the survey of the Registro Italiano and Lloyd's Register, and will be 880 feet long and 95 feet broad, with a gross tonnage of 45,000. She will have turbine engines of about 90,000 h.p., giving her an average speed of 27 knots. Her hull will be subdivided by water-tight bulkheads, so arranged that the vessel will remain afloat with three adjoining compartments flooded. Her passenger accommodation will be of a high standard, and in addition to the usual public rooms there will be a chapel and theatre. There will also be provision made for the conveyance of motor-cars. If the Italian passenger traffic continues to increase, the construction of the vessel will be speeded up so that she will be ready for service at the beginning of the tourist season in 1931. The construction of the second liner, ordered by the Lloyd Sabaud, will be similarly expedited if necessary, so that both vessels will be placed in commission about the same date.

Recent Launches.

The launch of the motorship Birmania, built by the Cantiere Navale Triestino di Montefalcone to the order of the Societa Veneziana di Navigazione, a Vapore, took place recently. The chief dimensions of the vessel are as follows:—Length 420 feet, breadth 56 feet, depth 35 feet, with a gross tonnage of 8,000. There is 516,900 cubic feet of cargo space. The propelling machinery consists of four diesel engines with an aggregate horse-power of 4,400,

NEW LINER. Fastest and Biggest, and Unshakable.

5,000 PASSENGERS.

The order for the new Cunard liner which is intended to recapture the Atlantic speed record for Britain will be placed by the end of May.

She is almost certain to be built at the Clydebank, Glasgow, yard of Messrs. John Brown and Co. Work will begin immediately the order is placed. Little doubt is entertained that the vessel will be capable of an average speed of at least 28 knots, but actually is likely to do much better.

It is regarded as certain that she will regain the Atlantic speed record at present held by the German liner Europa, which on her maiden voyage recently crossed from Cherbourg to New York in 4 days 17 hours 6 minutes.

Other details of the new liner, which will be the largest in the world, include:—

Horse-power: 200,000 (turbines).

Tonnage: 70,000 to 75,000.

At present the biggest ship is the White Star liner Majestic, of 56,621 tons.

Construction Surprises.

Every new invention and improvement in machinery and marine construction for the last ten years has been carefully considered by the new liner's designers. She will contain many features which will surprise not only naval architects but also shipbuilders and marine engineers.

Her construction will involve a slight breakaway from the usual Cunard practice, though it is not to be expected that there will be any such pronounced departures in the hull as there are in the curious bows of the German liners Bremen and Europa.

The hull will be divided into water-tight compartments, so that the vessels would remain afloat even if she were to receive extensive damage below the water-line.

The vessel, which will be ready for her maiden voyage in three years, will be able to carry nearly 5,000 people, including the crew. It is expected that she will have a sister-ship in a few years.

NEW SUBMARINE.

Launch of the Rainbow at Chatham.

London, Yesterday.

The submarine Rainbow, of 1,475 tons, launched at Chatham to-day, was first laid down in July, 1929. She is the first of six "R" class submarines originally planned. Two were cancelled soon after the Labour Government came into office.—Reuter.

[Great Britain has at present 74 modern submarines.]

Rugby, Yesterday.

The British Submarine Rainbow, one of the "R" class of the 1923 programme, was successfully launched at Chatham Dockyard this afternoon by Mrs. Addison, wife of Vice-Admiral Addison, Director of Dockyards.—British Wireless Service.

STRAITS POST DUES.

His Majesty's Trade Commissioner at Singapore reports as follows:—

Vessels at Singapore may either go alongside the wharves of the Singapore Harbour Board, in which case a charge is levied on the ship's agents for the use of the wharf, or they may anchor in the roads and discharge into lighters, paying no harbour dues. In practice vessels carry cargo from the United Kingdom usually berth at the Harbour Board wharves. Most importers at Singapore have their own landing staff and equipment. There are one or two contractors which undertake work of this nature, but there is no fixed schedule of charges for the delivery of cargo from ship or the Harbour Board go-downs to the office or go-downs of an importer.

RECEIVED

which will give her a speed of 13 knots. The Birmania is the second of three motorships built by the Cantiere Navale Triestino di Montefalcone for the Societa Veneziana di Navigazione, the third of which is to be launched on April 30. The same builders have also launched the motorship Citta di Bastia, built for the Societa Italiana di Navigazione Florio. She has a length of 95 metres, a tonnage of 8,900, and a speed of 16 knots.

NEW "EMPRESS."

Satisfactory Speed Trials.

"EMPRESS OF JAPAN"

From the General Passenger agent of the Canadian Pacific Steamship, Limited, the *China Mail* has received a magnificent booklet dealing with the *Empress of Japan*, which attained a speed of 23 knots an hour on her trial trip on the measured mile on the Clyde on Sunday.

The printer's art has made immense strides in Canada, and the publishers of this booklet are to be sincerely complimented on the splendour of their illustration work and on the high standard of printing. With such a rare specimen of multi-colour work Canada can justly claim to be able to vie with the most efficient publishers of art booklets in either hemisphere.

Due Here in August.

The new vessel leaves Liverpool on June 14 for Quebec, returning to Britain in time to leave Southampton for Hong Kong on June 24. She will sail from this port on August 7 for Vancouver, thereafter maintaining a regular Pacific service.

The *Empress of Japan* is a three-funnelled twin-screw oil-burner. Her propelling machinery consists of geared turbine engine, developing an average sea speed of 21 knots. The principal dimensions are:—Length (overall) 666 feet; breadth, 87 feet; depth "A" deck, 56 feet.

By comparison, the *Empress of Canada*, at present the largest Canadian Pacific ship on the Pacific run, has a tonnage of 21,517 tons.

The *Empress of Japan* will have a carrying capacity of 400 first, 164 second, 100 third class and 548 Asiatic steerage passengers. Accommodation for first-class passengers is on board "A" and "B" decks, for second-class passengers aft on "D" deck. The second-class cabins on "B" deck can on occasion be rapidly converted into first-class staterooms.

All interested in modern shipbuilding will await the arrival of the *Empress of Japan* in Hong Kong with the greatest interest.

WARSHIPS IN PORT

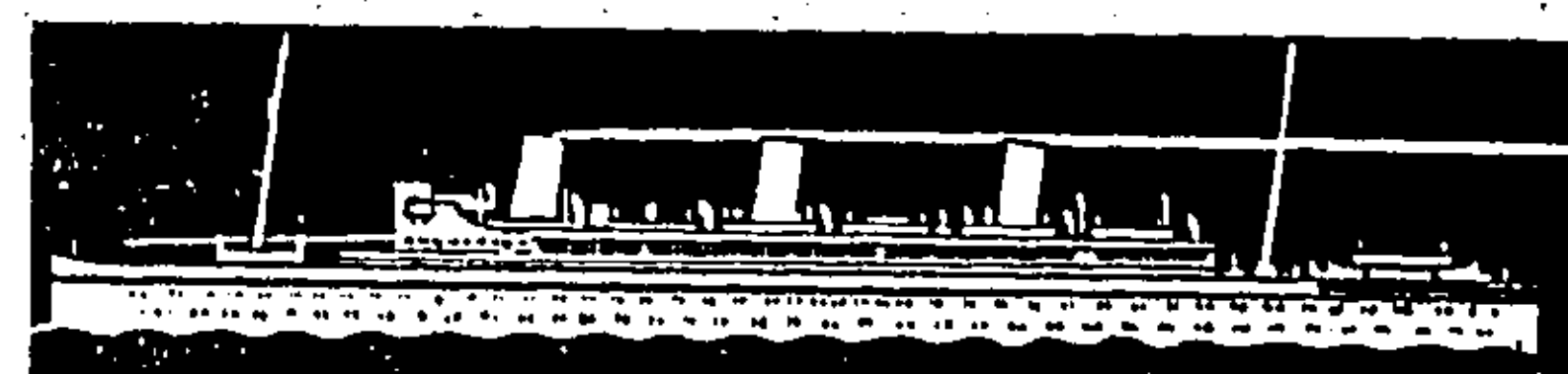
British warships in port this morning were:—
In Basin of R.N. Dockyard: Tamar, Scamew, Bruce, Tarantula. North Arm: Magnolia. West Arm: Hermes.
In Dock: Sirdar, Somme. Foreign men-of-war in port were:—Portuguese Cruiser Adamastor. U.S.S. Mindanao. French Gunboat Argus. Chinese Cruiser Hai Fu.

MASTER OF THE BRITANNIC.

Captain E. L. Trant is to be master of the *Britannic*, which will sail from Liverpool to New York on June 28. Her preliminary trials will probably be carried out in a few weeks.

CHINESE HEALTH.

Geneva, Yesterday.
The League Council has agreed to China's request for assistance by the League's health section to reorganise the Chinese health service in the ports and elsewhere.—Reuter.



TEN THOUSAND MILES

—of Uninterrupted Canadian Pacific Service

If you are going to Europe, why not use the uninterrupted service of the World's Greatest Travel System?

On the three separate legs of your journey—across the Pacific, across Canada, and across the Atlantic—this highly trained organization caters to your every need. Its servants are obliging, efficient, and thoughtful of your comfort; its ships, trains and hotels are among the world's best.

Follow the lead of experienced travellers and go the Canadian Pacific way.

Next Sailings To Pacific Coast

EMPRESS OF CANADA May 15th
EMPRESS OF RUSSIA June 4th
EMPRESS OF ASIA June 25th

CANADIAN PACIFIC WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

MAY SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trott.]

MAY.

SAT. 17th TUES. 27th

THURS. 22nd

S.S. "TAI MING"

[849 tons—Capt. G. J. Spink.]

MAY.

MON. 19th FRI. 30th

SUN. 25th

For information apply to—

Co.,

87, Colnaught Road West,

Phone 20893.

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FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

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S.S. "CITY OF SHANGHAI" London, Rotterdam, Hamburg & Nordenham 9th June.

S.S. "CITY OF CORINTH" London, Rotterdam & Hamburg 9th July.

NEW YORK, BOSTON, & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF DUNDEE" 12th June.

S.S. "CITY OF BOMBAY" 10th July.

ALSO AGENTS FOR

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M.V. "COMLIEBANK" 7th June.

M.V. "OAKBANK" 8th July.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" August.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*NAGPORE	5,233	17th May Noon	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KIDDERPORE	5,331	21st May	Straits, Colombo & Bombay.
MANUA	10,946	24th May	Bombay, Marseilles & London.
KHYBER	9,114	31st May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KHIVA	9,135	7th June	Marseilles, London, Hull, Rotterdam & Antwerp.
*ALIPORE	5,273	18th June	Straits, Colombo & Bombay.

*Cargo only.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,005	24th May	Singapore, Penang & Calcutta.
TALAMBA	8,018	6th June	Singapore, Penang & Calcutta.
TAKADA	6,949	17th June	Singapore, Penang & Calcutta.
TALMA	10,000	22nd June	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,950	7th June	Manila, Sandakan, Thursday Island.
ST. ALBANS	4,501	14th July	Townsville, Brisbane, Sydney & Melbourne.
NELLORE	6,853	3rd Aug.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo,
Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in-
ducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TANDA	6,950	10th May	Moji, Kobe & Yokohama.
RANPURA	19,601	23rd May	Shanghai, Kobe & Yokohama.
TAKADA	6,649	24th May	Amoy, Shanghai, Moji, Kobe & Osaka.
TALMA	10,000	1st June	Amoy, Moji, Kobe & Osaka.
*JEYPORE	5,318	3rd June	Shanghai, Moji, Kobe & Yokohama.
KARMAIA	9,128	6th June	Shanghai, Moji, Kobe & Yokohama.
*MOREA	10,954	20th June	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	4th July	Shanghai, Moji, Kobe & Yokohama.
KALPUTANA	16,568	18th July	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	1st Aug.	Shanghai, Moji, Kobe & Yokohama.
MANUA	10,946	15th Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	29th Aug.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,980	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	26th Sept.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only. †Calls at Tsingtau & Wei-hai-wei.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
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ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS AND
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Estimates furnished on application.
Hong Kong, April 3, 1930.

SHIPPING & EMPIRE
TRADE.CREATING COAL MARKET IN
CANADA.

SIR W. H. SEAGER'S VIEWS.

Considerable interest is being
taken in South Wales shipping
circles in the Imperial Economic
Conference which takes place in
October next. The question of
increased trade with the Domini-
ons and the Colonies is one which
has engaged the attention of
South Wales shipowners, coal ex-
porters, and manufacturers for
some time. There is a feeling
that much more could be done to
stimulate Empire trade. South
Wales has created a market for
anthracite coals in Canada, and is
not without hope of largely in-
creasing this trade and of ship-
ping steam coal as well.

For some time past Cardiff has
successfully endeavoured to
create a more general direct im-
port trade with Canada, and
large supplies of wheat and other
foodstuffs are regularly import-
ed. The hope is entertained that
the Canadian fruit trade with
South Wales also will be further
developed. The question of the
interchange of commodities is one
that is wrapped up with tariff
barriers, and the deliberations of
the forthcoming conference are
looked upon as pointing the way
to a definite policy in connection
with the future of Empire trad-
ing.

Sir William H. Seager, the
Cardiff shipowner and ex-
president of the Chamber of
Shipping, interviewed on the sub-
ject, said: "The report of the
Chamber of Shipping and the
Liverpool Shipowners' Associa-
tion should be studied by all who
are interested in the expansion of
our trade and commerce. Seeing
that we are the biggest shipown-
ing nation in the world, the meet-
ing of the Imperial Economic Con-
ference is of vital importance to
us, as shipping and trade within
the Empire are synonymous
terms. I have no hesitation in
saying that there is no country
that can supply better ships and
better sailors than our own. I
am looking forward to this meet-
ing with great expectations, and
I trust that the tariff question
will be faced in such a spirit that
the distant parts of our Empire
will realise how vital it is that
every inducement possible should
be given to encourage the ex-
change of commodities carried in
British bottoms."

"I have long held the belief that
the world is getting smaller by
reason of the splendid facilities
provided by Great Britain to carry
the commodities which one part
of the Empire can produce to the
part which needs them, and if we
can bring about such an under-
standing among the component
parts of the Empire a great im-
petus to trade and industry will
be given. Unfortunately, a large
number of our ships are at pre-
sent idle in dock, awaiting the
free interchange of commodities,
and I hope the Imperial Economic
Conference will bring about this
stability and a desire to help one
another. The preceding confer-
ences have done much to bring
about the understanding desired,
and I hope that this conference
will consolidate and make perma-
nent the ties which should bind us
together."

"The Brown gyro compass has
been making considerable head-
way in the appreciation of the
French shipping companies, and
is equipped on upwards of 24 of
France's leading ships, including
L'Atlantique, the giant new liner
of the Cie Generale Trans-
atlantique, and in many cases the
auto-helmsmen and electro mega-
phone have also been installed."

FRENCH OFFICERS.

C.G.T. Instal British
Navigational Instrument

The initiative shown by C.G.T.
in providing greater accommoda-
tion and complete modern facili-
ties for the training of officers
for the French Mercantile Marine
is being rewarded by the most
encouraging results. The Jacques
Cartier accommodates 80 stud-
ents, and the studies are directed
by a master of hydrograph, who
has as assistants a band of offi-
cers who have specialised in nav-
igation, engineering and their
allied branches. Theoretical
teaching goes hand in hand with
practical training, for after pre-
liminary studies turns at naviga-
tion and direction of the engines
from a special bridge erected in
the class meteorological rooms.

It is interesting to note in this
connection that the latest type of
Brown gyro compass, with two re-
peaters, have been installed by the
generosity of Messrs. S. G. Brown,
Ltd. Inasmuch as the C.G.T. are
after prolonged practical tests, in-
stalling the Brown gyro compass
in the main ships of their fleet,
the young officers are familiarised
in the working and handling of
these British instruments from
the earliest days of their student-
ship. In ten courses conducted on
the Jacques Cartier, consisting of
574 scholars, no less than 414
have already obtained their
diploma.

The Brown gyro compass has
been making considerable head-
way in the appreciation of the
French shipping companies, and
is equipped on upwards of 24 of
France's leading ships, including
L'Atlantique, the giant new liner
of the Cie Generale Trans-
atlantique, and in many cases the
auto-helmsmen and electro mega-
phone have also been installed."

WATER PROBLEM.

Fresh or Salt for
Diesels?

It is surprising, after the Diesel
engine has been used for marine
work for nearly 20 years, that
totally contrary opinions should
be held by leading engine builders
concerning the media most desir-
able for cooling pistons and cylin-
ders respectively. If, for in-
stance, we take three important
types, the Doxford, Burmeister
and Wain and Sulzer motors, we
find that in the first case fresh
water is employed for pistons and
cylinders; in the second type of
engine lubricating oil is adopted
for pistons and either sea water
or fresh water for the jackets.
In the Sulzer engine the builders
give preference to salt water for
throughout, but owners often
specify fresh water for the
pistons. Yet, in the most recent
Sulzer-engine ship, the "Johan
van Oldenbarnevelt," the process
was reversed, and salt water is
supplied to the pistons and fresh
water for the jackets.

The objection raised by those
who believe in salt water is that
when fresh water is employed it is
bound, sooner or later, to become
dirty, when its influence on the
pistons is more detrimental than
salt water can possibly be. There
are, of course, special cases of
ships which have to operate to a
considerable extent in shallow
and sandy waters, but apart from
this, conditions for all ships are
somewhat similar. In view of the
success of all classes of machinery
using diverse systems of cooling,
it may be that the importance of
the problem has been exaggerat-
ed.—Motor Ship.

MOTOR SHIP CONVERTED.

The M.S. Grosholm, built in
1920 by the Rodby Havns
Jernskibsværft, has been con-
verted to a floating refinery for
fish oil, and is now named
"Pioneer." She is a moderate-
sized vessel of about 1,750 tons
gross and is fitted with twin-
screw Polar-Diesel machinery of
the two-stroke single-acting type.
The cylinder diameter is 360
mm. and the piston stroke 530
mm. These engines were install-
ed in the year 1925.
The ship was originally known
as the "Danedroming." It is
stated that she has a capacity of
10,000 barrels of oil. The work of
conversion was carried out by the
Moss Værft, Norway.

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TAIPING	11th July	18th July
CHANGTE	8th August	15th August

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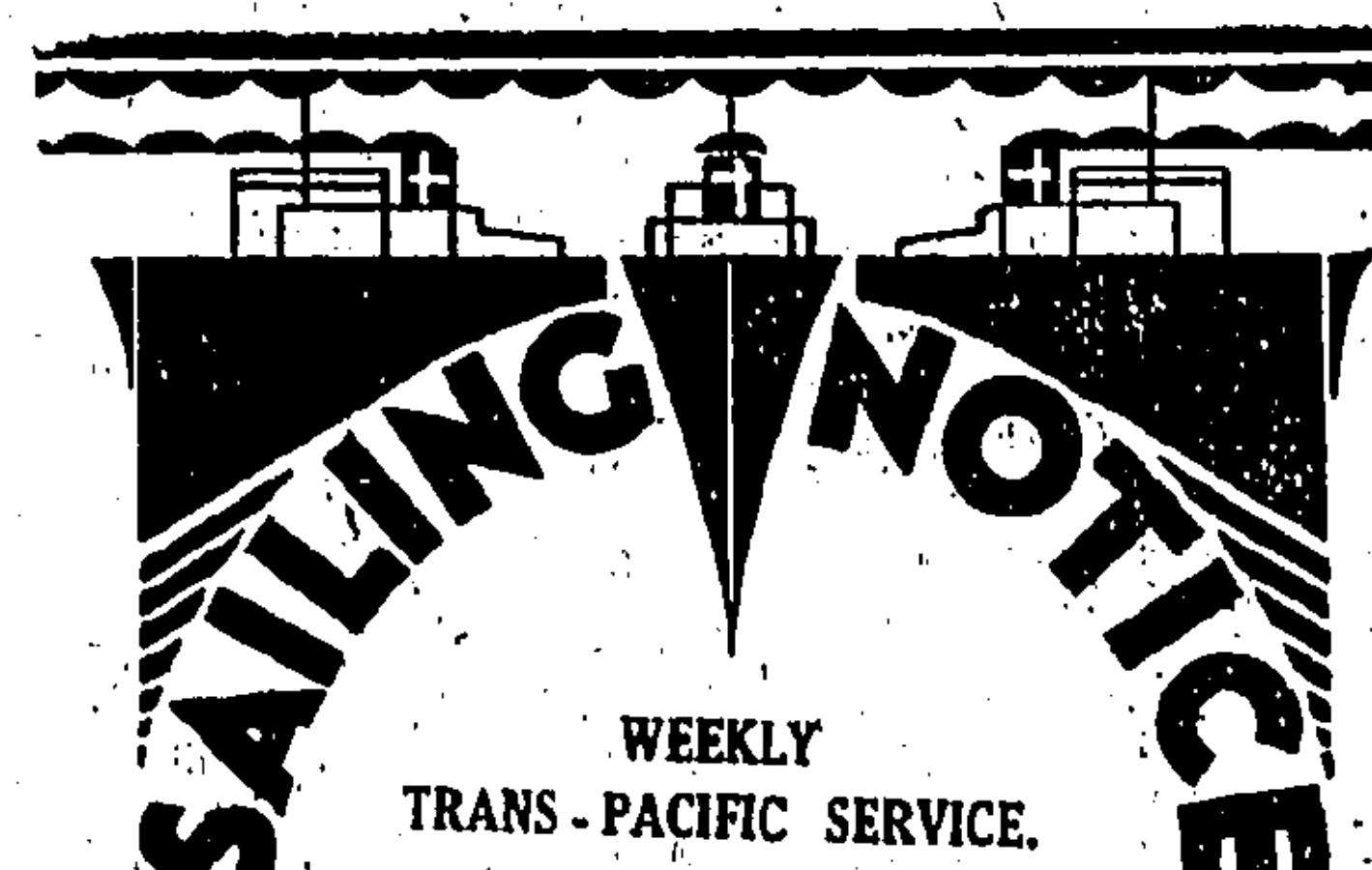
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Pres. McKinley Tues. June 3 Pres. Jefferson

Pres. Grant Tues. June 17 Pres. Lincoln

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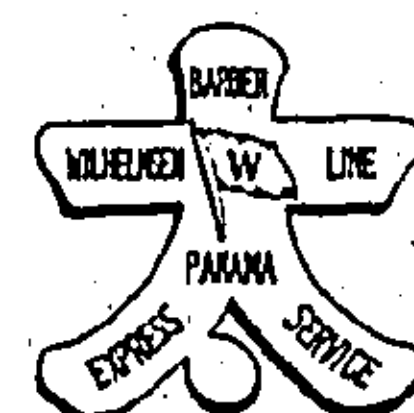
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and Boston.

Pres. Adams Sun. May 18, 8 Pres. Johnson Sun. June 15, 8
Pres. Harrison Sun. June 1, 8 Pres. Fillmore Sun. June 29, 8

TO MANILA

Pres. Taft May 20 6 p.m. Pres. Jefferson June 3 6 p.m.
Pres. McKinley May 24 6 p.m. Pres. Grant June 7 6 p.m.

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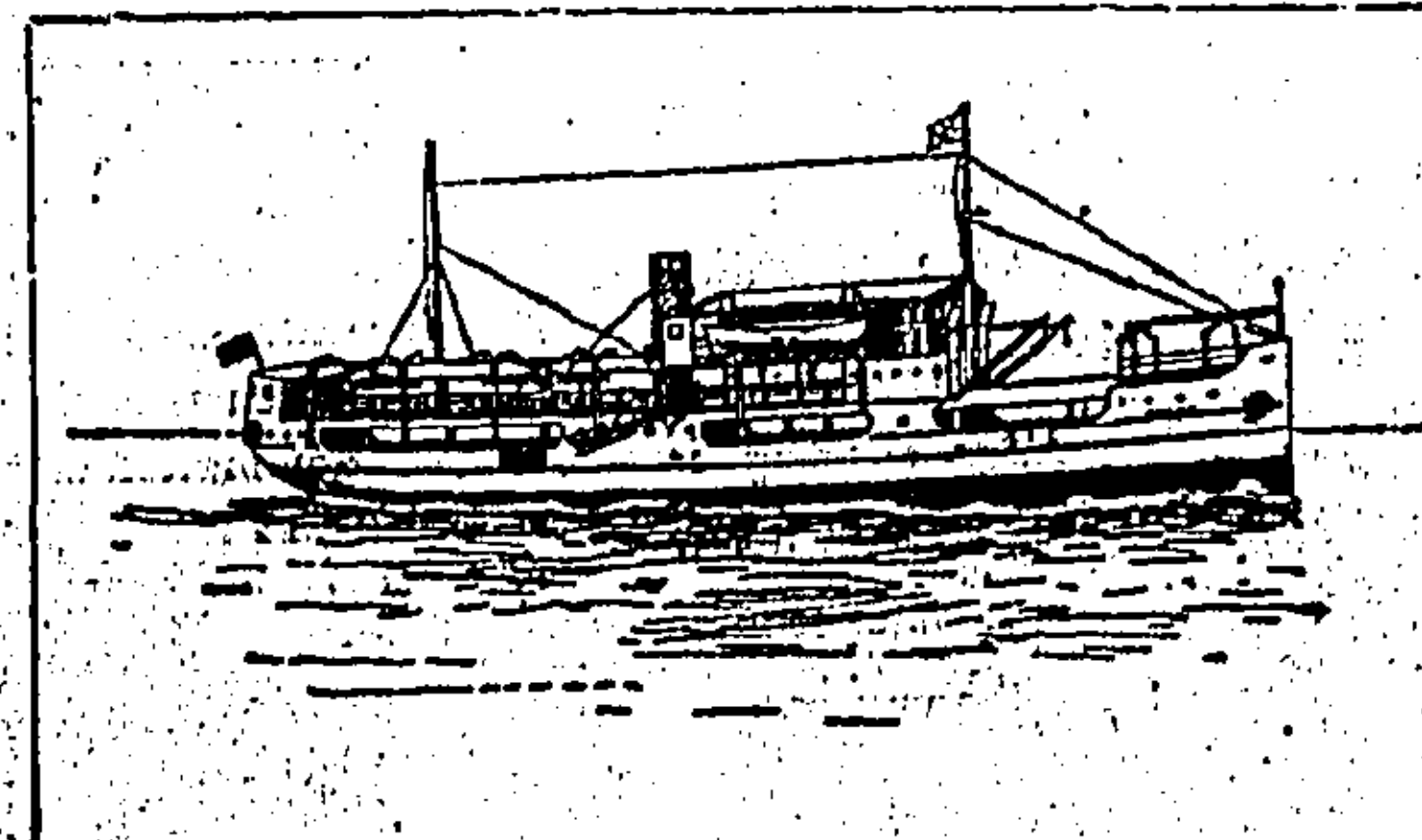
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of No. 1
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ern Union
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Single screw steel passenger and cargo motor ship. Dimensions: — 154' 0" B.P.
x 28' 0" Mid. x 11' 6" Mid.; D.W. 470 tons; B.H.P. 360; Speed 10½ knots. Built
and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the
order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

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PURE ICE Gives the best and
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The cleaner, the refrigerator—
the better the foods—and the
more satisfactory the refrigeration
in the ice box.

A thorough weekly cleaning is
advisable. A little soda in a few
quarts of luke warm water is ideal
as a cleaner; dry thoroughly.

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PATENT RUSTLESS
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Hong Kong, Thursday, May 15, 1930.

WOMAN'S PLACE.

If we take off our hats to the
women of to-day, it should not be
from a sense of decora-
tive gallantry, bent on per-
petuating the distinctive gulf
between the sexes, but
from motives of admiration and
respect. For woman, by clever
and courageous moves, has at last
not only found out the mecha-
nism of the system which
for thousands of years has
kept her socially, morally, and in-
tellectually in chains, but has re-
sisted with continual success the
wave of male antagonism that
would again crush her spirit and
curtail her hard-won freedom.

Apart from physical and
psychological distinctions, the
essential differences between the
sexes are slight; certainly in-
sufficient to prevent woman's
entry into the whirl of commer-
cial, artistic, political or athletic
life. Daily in every country in
the world women are displaying
prowess and constructive ability
which is a direct challenge to the
domination of man.

The latest achievement is the
solo flight from England to Aus-
tralia of Miss Amy Johnson, the
twenty-two years' old British
girl, whose longest previous flight
was from London to Hull, a dis-
tance of only 190 miles. In elect-
ing to fly over enormous stretches
of dense and mountainous jungle,
instead of following a somewhat
safer route along the coast, Miss
Johnson showed a daring and in-
trepidity which are not to be
found in every man. The Duchess
of Bedford, who, in spite of her 60
years, recently flew from Britain
to Africa and back, is another of

the many women aviators who
have taken the opportunity pro-
vided by the aeroplane to reveal
their capacities for courage.

In intellectual fields signs are
not wanting that woman can
equally well take her place along-
side that of man's in most trades
and professions. Women barris-
ters are proving their ability to
handle cases with skill and a
lack of mere casuistry; in medi-
cine they are doing valuable work
in research; in politics they
have brought a new spirit of
honesty and humanity to the
machine of government, whilst in
the sphere of social activity, they
have achieved many notable re-
forms. The policeman is still
the object of ill-humoured con-
tempt from the majority of men
and many women, but Comman-
dant Allen and her force have
fought determinedly against op-
position and have at last won
recognition and respect.

In literature, the arts, and
philosophy woman cannot be said
to have wrought any revolution.
In these media she becomes in-
rospective and loses herself in
an essential, immutable
femininity.

In spite of these very definite
contributions of woman to the
onward march of civilisation, she
still has in man her greatest
antagonist. For thousands of
years she has lain meek and in-
capable under the yoke or beside
the loom, and it is difficult for
man to eradicate from his sub-
conscious mind the universal be-
lief in her inferiority.

It is no longer a battle, but a
struggle from which woman is
slowly and triumphantly emerging
with a determination similar to
that shown by the early pioneers
which gave her suffrage and
equal rights with man politically
and socially. If there remains
any friction it will die through
lack of substance, for man is
gradually discovering that just as
he cannot do without woman in
the procreation of life, so does he
need her co-operation and her
humane outlook in the business
of life, whether in industrial,
social or moral spheres.

There are distinctions be-
tween man and woman which may
never be bridged by any system
of education, and from this dis-
tinction were evolved the fine
and noble things, the chivalries
and decencies that save us from
being merely mammals. Man
and woman can never be equal, be-
cause they are not all alike, but
there can be an equality of equals,
a harmony from which would
arise a just and progressive ad-
justment of present evils.

News in Brief

Mr. M. S. J. Walsh, Manager of
the British-American Tobacco Co.
(China) Ltd. Hong Kong, left to-
day by the s.s. Menado Maru en
route to Indo-China and Yunnanfu
on business.

Among the passengers leaving for
Singapore aboard the Blue Funnel
s.s. Patroclus yesterday was Mr.
Davis Ellis, of Messrs. W. A. Han-
nibal and Co., who will make a short
stay in the Straits, where he will
visit relatives.

The China Mail has received the
current issue of the Bellios School
Journal, which is the richer this
number by many special articles of
considerable interest. A contribu-
tion by Mrs. W. T. Southern on
"Guides and Guiding" should ap-
peal to young ladies in the
Colony.

A caning was ordered by Mr.
T. S. Whyte-Smith at the Kowloon
Magistracy this morning for two
Hakka lads, who admitted cutting
some pine branches from the Ta Ku
Ling plantation. Mr. J. J. Hirst,
Assistant Supervisor, remarked
that they kept a saw in the planta-
tion, and had been cutting the trees
for the past 13 days.

The China Mail received from the
local office of the Nippon Yusen
Kaisha a copy of their Overseas
Travel Magazine, Japan, for May.
As usual, this magazine is beauti-
fully printed, contains many inter-
esting articles, and is illustrated
with many fine photographs. It
will, as usual, be found both inter-
esting and useful by travellers.

It being established that it was
unsafe to convict on principle, Mr.
T. S. Whyte-Smith at the Kowloon
Magistracy this morning dis-
charged a Chinese, who was charged
with the theft of 95 cents from a
hawker's cold-drinks stall in Shang-
hai Street. A foki was unable
to state how much money was actual-
ly stolen. His Worship remarked
that one could not have suspicion
of an unemployed Chinese by the
mere fact that he had 70 cents.

Yesterday Mr. R. E. Lindsell com-
mitted for trial at the next Criminal
Sessions, Chung Wing, the
foki of the China Navigation
Company's Chinese branch office, 3,
Des Voeux Road West, on charges
of robbing the safe of \$9,833, and
of causing grievous bodily harm to
Mr. Wong Lai-woo, accountant, on
whom he was alleged to have made
a murderous attack with a chopper
on the night of April 21.

The matrimonial trouble of a
Chinese couple were aired before
Mr. R. E. Lindsell at the Central
Magistracy yesterday, when Wong
Yung, of 29 Old Bailey, sum-
moned her husband, So Chok-
chung, for alleged assault. The
complainant's case was conducted by
Mr. F. C. Jenkin, whilst Mr. F. X.
d'Almeida, sen., who appeared for
the defendant, entered a plea of
"guilty" to the charge brought by
the wife. The complainant's case
was that the assault took place on
March 29. By mutual consent, his
Worship suspended judgment sine
die, the defendant to appear in Court
when called on to do so by the Ma-
gistrate.

GOING HOME.

Mr. A. W. J. Simmons,
of the P.W.D.

SENIOR INSPECTOR OF WORKS.

Mr. A. W. J. Simmons, Senior
Inspector of Works, P.W.D., pro-
ceeds on Home leave to-morrow ac-
companied by Mrs. Simmons and
the two Misses Simmons. Mr. and
Mrs. Simmons will join in London
their only son, Bertie, who has
been in Britain for a number of
years. Their other daughter is the
wife of Mr. B. A. Prouk, of the
Admiral Oriental Line, the well-
known gentleman jockey.
Mr. Simmons has been in the
local Government service since
1899, being appointed Overseer,
P.W.D., on November 20 of that
year. Rising to Senior Overseer
on January 1, 1920, Mr. Simmons
received his present appointment
of Senior Inspector of Works
exactly four years later, on
January 1, 1924.
Mr. and Mrs. Simmons were
married in Hong Kong and all their
children were born here.

FOUGHT WITH IRON BARS.

Sub-Inspector Hourihan, while
on a walk in Kowloon Tong yes-
terday, came across two Hakka
workmen fighting with small iron
bars. He arrested them, and on
their appearance before Mr. T. S.
Whyte-Smith at the Kowloon
Police Court to-day they were
bound over to keep the peace for
six months.

was "lent" to Columbia for this
production, is a sincere and manly
hero. Walter James makes Cap-
tain Swope a decidedly tough
"Black Guard" whose noble per-
formances are known by the re-
mainder of the excellent cast.

ROUND THE CINEMAS

It Is Always the Woman
Who Pays.

"MADAME X" AT THE QUEEN'S.

Since the advent of talkies in
this sleepy Colony of ours, we
have been treated to some capital
productions and we have also
very patiently sat through some
dull ones. With "Madame X,"
which is now showing at the
Queen's Theatre, even the most
cynical of the Hong Kong movie
fans cannot find any fault.

The film, in diction as well as
in histrionic ability, is by far the
best we have seen, although the
theme of the story is nothing
very original. "Madame X" be-
longs to the gay circle of
Parisian Society and she goes
about life without much circum-
spection. She makes a mistake
and it is always the woman who
pays. To make a mistake, after
all, is human, but to be forgiven
by the jaded members of society
is altogether a horse of a differ-
ent colour.

"Madame X" becomes an exile,
and how she drifts from one
place to another is cleverly work-
ed into the picture. Here we
have a glimpse of the "hot
spots" of Shanghai, the South
Seas Island, and other parts of
the world where unfortunate wo-
men go to lose their identities.
Then in a swift action the climax
is reached in the Court scene in
Paris where "Madame X" is
being tried on a murder charge,
and what calls for the best his-
trionic display in Miss Ruth
Chatterton, who plays the part
of "Madame X," is when she
finds that the attorney defend-
ing her is in reality her own son.

"Madame X" is adapted from
the stage drama and has lost
none of its poignancy and human
appeal by being shown on the
silver screen.

"Madame X" is being shown at
all performances to-day.

CLIPPER SHIP DRAMA.

"The Blood Ship" at the
Majestic.

On the screen of the Majestic
Theatre, Kowloon, is a feature pic-
ture—"The Blood Ship"—that is re-
freshingly different from many
films recently shown in the Colony.

We liked the feature, which was
produced by Columbia Pictures, be-
cause it was full of action from
start to final fade-out. Here we
have the sort of virile melodrama to
thrill the masculine heart. It deals
with ships on the high seas—with
shanghaied sailors—with skippers
who know no law but their
own. No straw men are
set up for a sheik-like hero
to make passes at without ruf-
fing even one hair of his care-
fully waxed moustache. The plot,
built along simple dramatic lines, is
not based on tailor-made coinci-
dences, but builds up steadily in a
tense manner to a strikingly thrill-
ing climax that literally takes the
breath away.

Most of the action takes place on
a real clipper ship. The hero New-
man (Hobart Bosworth), a middle-
aged man, ships as a sailor aboard
the "Golden Bough," a sea-ship com-
manded by "Black Yankee" Swope
(Walter James). Fifteen years be-
fore, Swope had Newman framed
and sent to prison for
life, for a murder which
he never committed. New-
man receives his pardon, and sets
forth in search of Swope, who had
carried off Newman's wife and his
baby girl, Mary. At the time New-
man meets with Swope, the
former's wife had died, and
the girl (Jacqueline Logan),
is being kept a hostage
on board ship by Swope. Mary is
of the belief that Swope is her
father. She fears and hates Swope,
and when the ship docks in San
Francisco, she tries to run away.
She is unsuccessful, but, while on
shore, meets a young sailor, John
Sheve (Richard Arlen). To
help her he joins the "Golden
Bough." Newman discovers that
Mary is his daughter. Swope
recognises Newman, and plans
to get rid of him. He
accuses Newman of inciting the
crew to mutiny. He has him put
into irons and flogs him. Then
mutiny does break out. Mary re-
leases her father. Newman van-
quishes Swope, and completes his
revenge. This forms the climax
and paves the way for the happy
ending.

There are thrills galore and
suspense as well. The fight scenes
in the "Knitting Swede's" saloon
and on board ship are convincing.
The love interest between Mary
and John Sheve is appealing and
helps to temper the hardness of
the story. Nor is the necessary
and stimulating comedy relief ab-
sent.
Hobart Bosworth, in the role of
James Newman, gives a charac-
terisation that surpasses his por-
trayal of the famous "Sea Wolf" of
earlier days. Jacqueline Logan is
a sympathetic and appealing
Mary, and Richard Arlen, who
was appointed to draft a petition
(Continued at foot of preceding
column.)

APRIL FOOLS!

Detectives Who Were
Not Foolish.

WHY AND HOW?

Some disagreeable stories have
had to be told in connection with
the "Champions" this meeting
and, as is usual, many other
stories have been circulated as to
the circumstances under which
successful sweep holders were
"cajoled" into buying the win-
ning tickets. Most of these
stories can be discounted, but
there is one tale which concerns
April 1 and our police. April 1
—up to noon—is known as "All
Fools Day," but certain members
—detectives—attached to Central
refuse to regard it as such, and
rather are inclined to re-christen
the day "Joss Day." For, on
this day, before the time signal
at the tower on the Bund gave
its accustomed boom, one Robert-
son, attached to the C.I.D., and
well-known for his organising
abilities, had a brain wave. Be-
ing commissioned to buy a few "A"
Sweep tickets for one or two of
his colleagues, he thought that
syndicate in the department to
which he is attached would not
be a bad idea. He, therefore,
commenced to collect \$2 from all
and sundry—Chinese detectives in
particular—being anxious to take
a mild plunge on Champions "A".
Seven tickets were the objective
—\$70—and our hero had some
difficulty in getting the necessary
number to participate. At the
time when he was actively engag-
ed in this direction, he was ac-
cused by one "Happy" Groves,
who demanded \$1 for a meal or
meals which "Robby" had par-
taken of during March. "Robby"
countered the suggestion with
"Give me a dollar and I'll give
you a chance to win the first
prize in "A." "Happy" said "Can
do, but I'll give you nine and that
will give me five chances." Our
sweep organiser said "Nothing
doing, only one \$2 chance each"
and "Happy" parted with one
dollar, thus making the requisite
two bucks—he having one to
come for meals supplied.

Time was getting short, and
there were still several dollars to
make the needed \$70. So "Robby"
said, "We have to make up the
money for seven tickets, who
wants more chances?" Two Chi-
nese detectives volunteered but in
spite of this there was still one
chance left. "Allright, I'll take
the extra chance," said he, and,
forthwith, made a journey to the
Masonic Club, there to take the
remaining available tickets. The
last ticket available was 3,464,
and he got it; thus closing the
list. Ticket 3,464 drew Wheat-
croft in the "A" and
there was great rejoicing. A
little matter of \$64,000 was the
prize, and, on the morning of
May 8 "Robby" was busy getting
the necessary signatures to the
treasured slip which carried the
precious number. He was suc-
cessful; and the next morning,
five foreign detectives and over
twenty-five Chinese detectives were
to receive upwards of \$1,800—ac-
cording to the number of chances
taken—for their investment.
There was a mild celebration in
the sacred precincts of Central,
but May 9 was the day when
an "At Home" was to be
staged in no uncertain fashion.
This is not the first time that
Central has partaken of the fruits
of Champions "A." On a pre-
vious occasion, some years ago,
certain lucky members of the
force gained far greater propor-
tions, but all will join in saying
"Good luck, you all deserve it."
—Shanghai Mercury.

Ten Years Ago

[From the "China Mail,"
May 15, 1920.]

To-day's dollar is worth 4/-0/4d.

At the Police Headquarters this
morning the Lance Sergeants and
recruits of the Police Force, held
a meeting to discuss certain re-
solutions dealing with the revised
scale of pay as passed by the
Secretary of State. The men de-
cided to ask for a general increase
and passed a resolution to the
effect that the present scale of
\$160 to \$180 for a Lance Sergeant
was insufficient, as on reaching the
maximum, a man would have to
wait some ten years before he
could obtain promotion. A start-
ing salary of \$225, plus allowance
for being abroad, is to be asked
for men in the New Territories.

With regard to leave, they get
helped to temper the hardness of
the story. Nor is the necessary
and stimulating comedy relief ab-
sent.
Hobart Bosworth, in the role of
James Newman, gives a charac-
terisation that surpasses his por-
trayal of the famous "Sea Wolf" of
earlier days. Jacqueline Logan is
a sympathetic and appealing
Mary, and Richard Arlen, who
was appointed to draft a petition
(Continued at foot of preceding
column.)

P.W.D. HEAD.

Hon. Mr. H. T. Creasy.
C.B.E.

33 YEARS IN TROPICS.

His many friends in the Colony and abroad will unite in heartily congratulating the Hon. Mr. Harold Thomas Creasy, C.B.E., M.I.C.E., A.M.I.E., Director of Public Works, as he completed 33 years in the service of the Colonial Governments in the Far East yesterday.

He was born on May 3, 1873, and is a member of the Executive and Legislative Councils of this Colony and Vice-President of the Sanitary Board.

On May 14, 1897, the Hon. Mr. Creasy, was appointed by the Secretary of State to Ceylon, where on June 12 he assumed duties as District Engineer attached to Head Office. August 29, two years later, saw him in charge of duplication of the Colombo Water Main, and in June, 1901, he was in charge of the Colombo Customs Improvements.

Waterworks Extension. Vigilance and tact in this sphere of work resulted in Mr. Creasy being seconded for service in connection with the Colombo Waterworks Extension, and in April, 1904, he was appointed to the First Grade.

In October, 1899, two years after his arrival in Ceylon, Mr. Creasy passed in Tamil.

On November 14, 1904, Mr. Creasy was made acting Financial Assistant and Accountant, and in June, the following year he received his appointment as district engineer in charge of Colombo Waterworks Extension.

From April, 1908, to December, 1908, Mr. Creasy travelled about a lot, being district engineer at Colombo, Dandagumawa, and again Colombo, after which posts he became Provincial Engineer, Northern Province, in June, 1909.

From April, 1913, to August, 1923, Mr. Creasy held the following posts—Assistant Director of Public Works, acting Deputy D.P.W., Deputy Director, and acting Director of Public Works in Ceylon.

Arrival in Hong Kong. He left Ceylon in August, 1923, and arrived in Hong Kong on August 23, and has been Director of Public Works ever since.

The Hon. Mr. Creasy's hard and admirable work in the Government service, won him the C.B.E., in H.M. the King's Birthday Honours list in 1927.

MR. PAUL SYKES.

Leaves for Business Tour
of Canada.

RETURNING ON DECEMBER.

Acting on instructions from the Canadian Government, Mr. Paul Sykes, Canadian Government Trade Commissioner to Hong Kong, South China, Philippine Islands and French Indo-China, who established his office in Hong Kong a year ago, left to-day on the Empress of Canada to undertake a business tour of Canada.

Since the opening of the office, many Canadian products new to this market have been successfully introduced and trade as between this territory and Canada has been materially assisted in spite of adverse business conditions.

Mr. Sykes expects to return to the Colony and resume his work in December. Whilst in Canada he will acquaint Canadian business men with the requirements and openings for Canadian products in Hong Kong and South China.

Mrs. Sykes, and her mother, Mrs. H. R. Duff, who has been in Hong Kong for four months, are accompanying Mr. Sykes, and the party will be the guests of the Hon. Herbert Marler, H.B. Minister for Canada in Japan, at Tokyo, for two days.

ONLY ONE HAND.

Man Told Not to Trade
by Deformity.

"I AM USELESS."

A Chinese, 61 years old, with a deformed right hand, appeared at the Kowloon Magistracy this morning on a charge of hawking without a licence. He pleaded guilty, and intimated that he was useless in any other sphere of work.

His Worship remarked that the defendant should not try to trade on his deformity, because it did not follow that because of a decrepit hand he could hawk without a licence.

The Magistrate added that it must be rather hard on people with only one hand to find work, and indicated the fact that he considered the defendant a good case for a free licence.

Sergeant Farrell remarked that, although as the defendant claimed to be an inhabitant of To Kwa Wan, he had not seen him before. However he would enquire further about the man.

UNFAIR TO HAWKER.

Arrest Whilst Closing A
Deal.

MAGISTERIAL COMMENT.

When an Indian Sergeant gave evidence at the Kowloon Magistracy this morning, to say that he stopped a Chinese hawker in the middle of a bargain with purchasers in Reclamation Street, in front of the market, and charged him with obstruction, Mr. T. S. Whyte-Smith declared that that was very unfair to the defendant.

His Worship pointed out that an itinerant hawker must stop to make a sale, and it was unfair of a constable to chase him away in the middle of a sale, because in doing so the hawker would probably lose his customers.

Sergt. Barnicle pointed out that it was the duty of the Sergeant to keep the front of the market clear, because that was a motor bus route.

His Worship replied that if a policeman wished to make an arrest of hawkers for obstruction he should catch those who were idling about and not those who were executing a sale of some sort.

The Indian sergeant said that that was rather difficult, because all the hawkers always seemed to be engaged in sales. Defendant was convicted and cautioned.

THEFT IN HOTEL.

Coolie's Watch Stolen
from Counter.

PAWNED FOR \$7.

A Chinese, formerly employed as coolie in the Peninsula Hotel, was at the Kowloon Magistracy this morning sentenced to two months' hard labour for the theft of a gold wrist watch, the property of Li Shing, office coolie employed at the Hotel's dispensing bar-room.

Det. Sergt. Poyntz stated that the watch, which was valued at \$16, was taken from the counter by the accused, yesterday morning between six and seven o'clock. Later in the morning he was arrested in Canton Road, when a pawn ticket, relating to the watch, was found. The watch was pawned for \$7, and he had \$6.46. His Worship ordered that the \$6.46 be paid over to the pawnbroker to help the complainant to redeem the watch.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W., on 355 metres:—

6-6.30 p.m.—Children's Hour.
6.30-8 p.m.—Programme of Columbia Records by courtesy of Anderson Music Company:—
"Maximilian Robespierre"—Overture (Litolff).

The National Military Band (conducted by Albert W. Ketchum):—
"Come into the Garden Masi"

"My Sweetheart When a Boy" (Enoch & Morgan).
William Haseltine, Tenor

"Get Out and Get Under the Moon" (Tobias, Jerome & Shay).
"Some Day You'll Be Sorry" (Seyler & Morgan).

Layton and Johnstone, American Duetists, with Piano.
The Plaza Theatre Orchestra.

"Faust"—Vocal Gems (Gounod, English Version by H. P. Chorley).
Marian Licette, Madam Clara Serena, Francis Russell and Harold Williams, with Orchestra.

"Die Fledermaus"—Selection (Johann Strauss).
Johann Strauss & Symphony Orchestra.

"Hedge Roses" (Schubert).
"The Trout" (Schubert).

W. F. Watt, Tenor, with Piano.
"Goliwog's Cake Walk" (Debussy).
"Dance of the Tambours" (Rimsky-Korsakov, arr. O'Donnell).

B.B.C. Wireless Military Band conducted by E. Walton O'Donnell.

"The Student Prince" (Donnelly & Rosenberg).
Harry Welchman & Theatre Chorus with Orchestra.

"Four Ways" (Eric Coates).
Regal Cinema Orchestra, conducted by Emanuel Starkey.

"Land of Dreams" (Gerard).
"Gossamer Wings" (Gerard).
J. H. Squire Celeste Octet.

8 p.m.—Chinese Programme.
10.30 p.m.—Close Down.

LOCAL RADIO PLAY.

An A.D.C.—Z.B.W. Production.

With the co-operation of the A.D.C., Z.B.W. will mark a new departure in its activities on Wednesday next when a one-act play, "The Wedding Will Not Take Place," will be broadcast from the Studio.

The play, which is by Alfred Sutro, is being performed by members of the Hong Kong Amateur Dramatic Company, who are now busy rehearsing in between the normal Z.B.W. transmissions.

Interest in the production is the more keen in view of the fact that this is the first play to be broadcast from the local Studio, although it is hoped that it will prove the forerunner to other and more adventurous productions.

Miss Gomes, soprano, will also appear in the evening's programme on this date.

A CANDID PRISONER.

When a Chinese was to-day charged before Mr. R. E. Lindsell with the unlawful possession of an iron bar which could be used for an unlawful purpose, he told the Magistrate that he procured the bar to strike a man who had assaulted him earlier in the day. Mr. Lindsell remarked that accused was very candid about the matter and inquired from Divisional Inspector Bloor, in charge of West Point, if that were the same statement as the one he made in the charge room. The Inspector replied that it was, whereupon his Worship imposed a fine of \$10 or 14 days' hard labour, in default.

PARCEL POST SUSPENDED.

Canton, Yesterday. In a notification issued by the Canton Postal Administration, the public is notified that beginning from May 12 and until further notice, the transmission of parcels and heavy mail matters to Shansi, Shensi, Kansu, and Sinkiang is suspended.—Canton News Agency.

NEW ADVERTISEMENTS.

MID-LEVELS RESIDENTS' ASSOCIATION.

NOTICE.

THE FOURTH ORDINARY GENERAL MEETING will be held in the Board Room Messrs. Shewan, Tomes & Co., St. George's Building, on THURSDAY, the 22nd day of May, 1930, at 5.30 p.m.

T. A. MARTIN,
Hon. Secretary.

FINGER PRINTS.

Man Who Thought the
Lines Altered.

EXPERT EVIDENCE.

A Hakka man, who was yesterday found guilty of being the receiver of five stolen chickens, the property of the a.s. Sul Sang, lying at the Kowloon Wharves, and who denied a previous conviction in 1916 for larceny, put a different complexion on the case when before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning he admitted the conviction, after Acting Inspector Vincent, the finger-print expert of the Police force, had given his evidence.

Defendant, who was 50 years of age, said that as the conviction was 14 years ago he did not quite remember it. After 14 years his fingers had grown bigger and therefore the lines on them had become different, so he thought it would be best to deny the conviction, and by that method he thought he would "get off."

His Worship told the defendant, after the Interpreter had explained to the latter about finger prints, that he had given the Police a lot of trouble, and in view of that previous conviction being so long ago, he would send the defendant to jail for three months with hard labour.

The defendant proclaimed that that was too long a term, because he was an opium addict.

His Worship said that he was getting off very lightly, and he hoped that the defendant would not abuse his sentence.

CHILD'S FATAL FALL.

Lost Her Balance Over
Verandah.

A small Chinese girl named Lung Fun (5), living at 445, Reclamation Street, Yaumatei, was the victim of a fatal accident yesterday afternoon. She accidentally fell into the street from the first floor verandah on which she was leaning over. The fall resulted in the girl receiving severe injuries from which she died at the Kwong Wah Hospital at 7.20 p.m., two hours after admission.

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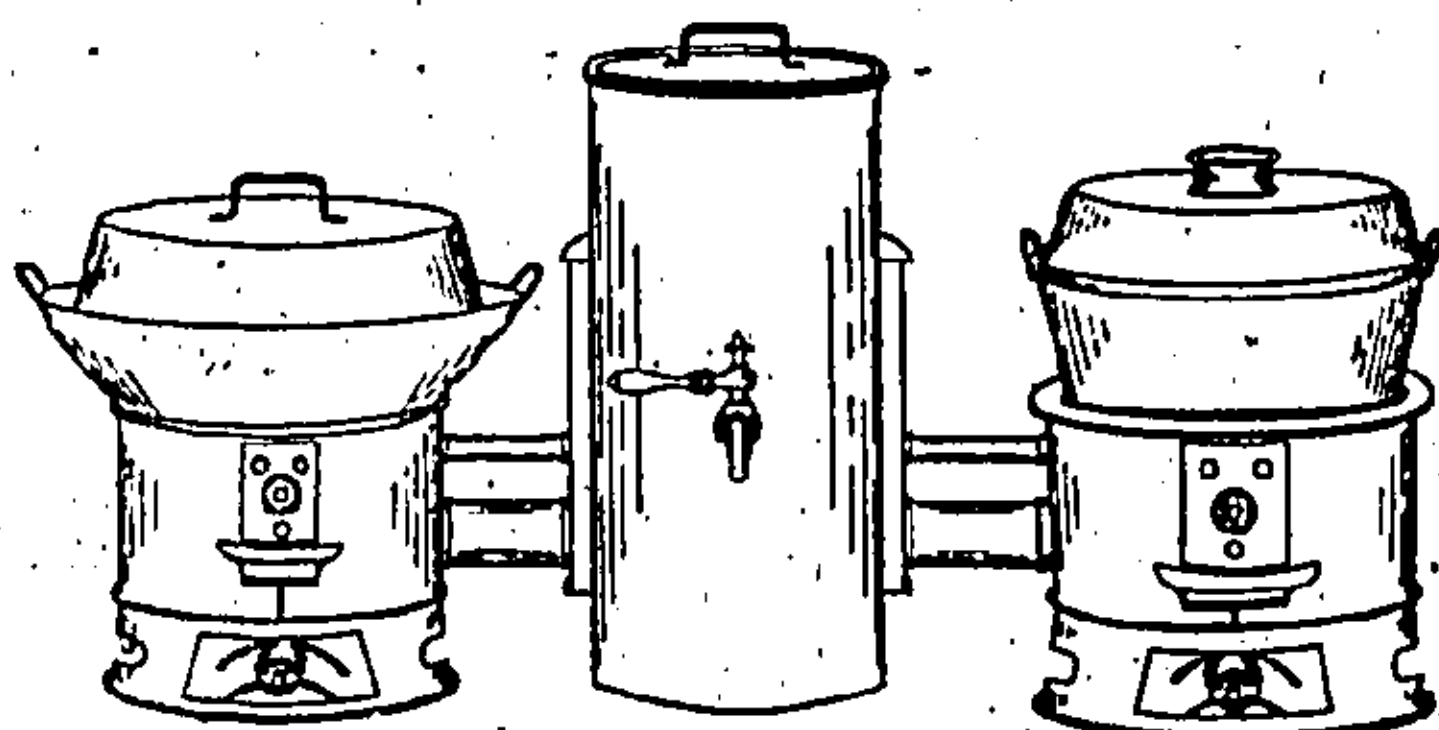
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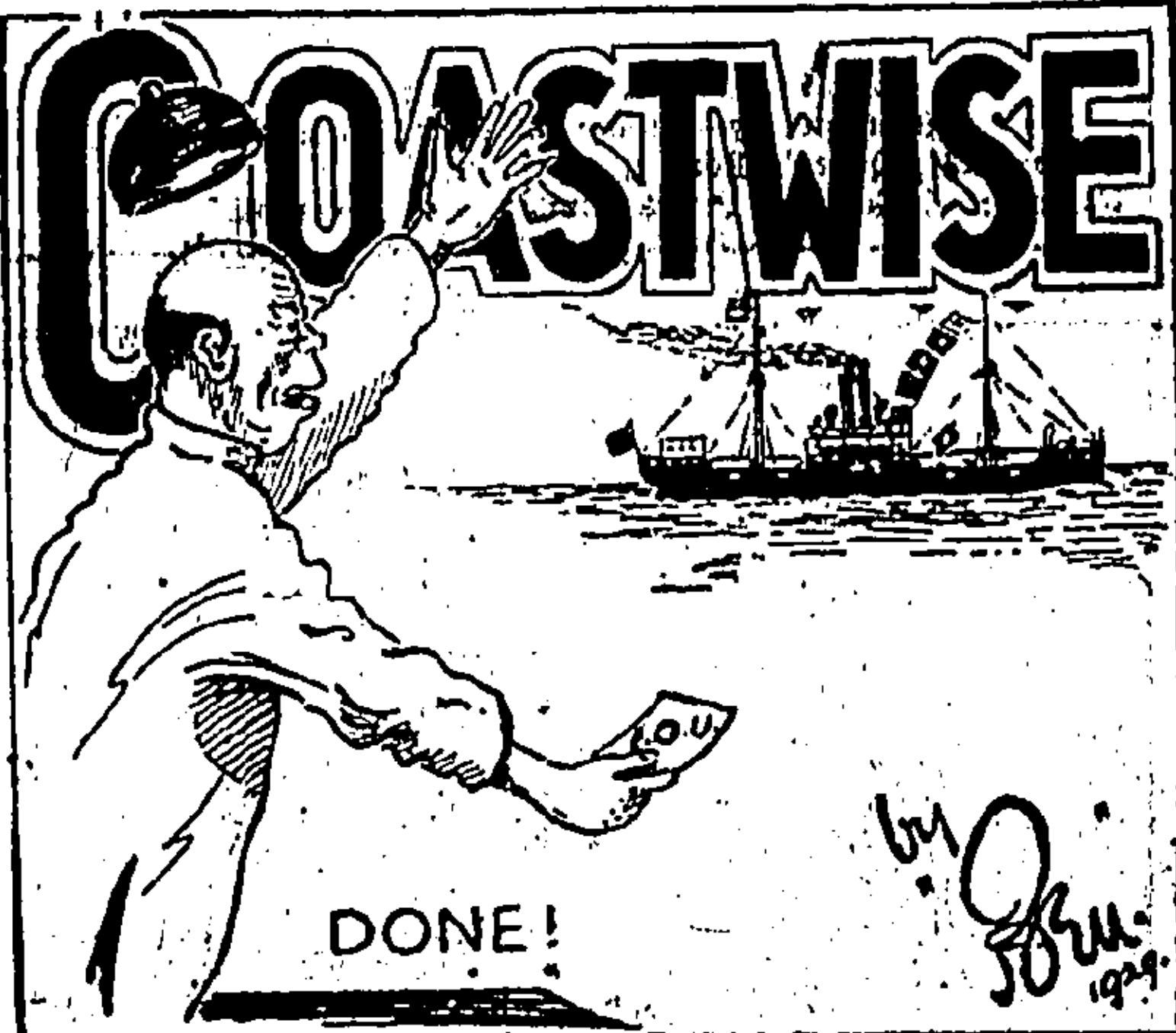
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Sport Columns

GOLF CONTEST WITH AMERICA.

GREAT DISPLAY BY COMPTON AND MITCHELL.

BRITISH LADIES' FIGHT.

London, Yesterday.
While the women are fighting off America's challenge at Formby, the Walker Cup players will line up tomorrow for the foursomes competition at St. George's, Sandwich, as follows:
Von Elm and Voigt will play against Tolley and Wethered.
Willington and Jones against Hartley and Torrance.
Moe and Mackenzie against Holderness and Stout.
Oulmet and Johnston against Campbell and Nelson Smith.
At Formby Miss Collett defeated Miss Brown (Formby) 7 and 3. Hicks beat Fernman 4 and 3. Wilson beat Orcutt 6 and 4.
At North Manchester in a 36 holes match, Compton and Mitchell beat the Americans Leo Diegel and Hor-

Our Sports Diary

LOCAL

Tennis. To-day — Indian R.C. v. S.C.A.A.; Chinese R.C. v. M.B.K. 4.45 p.m.
Saturday — "A" Division — S.C.A.A. v. H.K.C.C.; C.R.C. v. K.C.C.; I.R.C. v. M.B.K.; Club de Recreo v. C.R.C.; H.K.C.C. v. R.E.S.C.; U.S.R.C. v. I.R.C.; C.S.C.C. v. Y.M.C.A.; H.K.U.T.C. v. C.C.C.; "C" Division — F.C. v. Club de Recreo; G.T.C. v. S.C.A.A.; H.K.C.C. v. C.R.C.; K.I.T.C. v. C.S.C.C.
Football — June 30 — Annual Meeting of Football Association.
Rifle Shooting — May 30 — Distribution of Prizes, Volunteer Headquarters.
Racing — Saturday — Extra Race Meeting, 2 p.m.
Hockey — Saturday — Radio Sports Club v. Engine Room, H.M.S. Hermes, Sookumpoo, 5 p.m.
Lawn Bowls — Saturday — Division I — C.S.C.C. v. Police R.C.; K.C.C. v. K.D.R.C.; K.B.G.C. v. C.C.C.; Club de Recreo v. Talkoo R.C.; Division II — C.C.C. v. K.B.G.C.; Yacht Club v. C.S.C.C.; Talkoo R.C. v. Club de Recreo; Electric R.C. v. K.C.C.

HOME

Golf — May 12-16 — British Ladies' Open Championship, Formby.
To-day — Walker Cup — Great Britain v. America, St. George's Golf Club.
May 23-24 — England v. Scotland, St. Andrew's.
May 26-31 — Amateur Championship, St. Andrew's.
Racing — Saturday — Jubilee Handicap, Kempton Park.
Cricket — May 17-19 — M.C.C. v. Australians, Lord's.
(On Smith 9 and 8. They lost only two holes the whole day long.
Earlier News.
Formby, Yesterday.
In the fourth round of the Ladies' Golf Championship Miss Collett beat Miss Gourlay at the 21st hole.
Miss Collett led half way by one up.
It was a dour struggle. The American just held her own, until Miss Gourlay cracked with a topped trassie shot, from which she was bunkered, after the 17th, 18th, 19th, and 20th had been halved.
Miss Collett won the first hole, and led for the majority of the game. She was 2 up at the thirteenth, but took three putts from eight yards at the fifteenth, Miss Gourlay squaring at the sixteenth.
Other American victories were: Mrs. Federman beat Mrs. Charles (Sunningsdale) 8 and 7.
Miss Maureen Orcutt beat Miss Ridgway (York) 3 and 2.
Miss Hicks beat Mrs. Caron at the nineteenth.
The only American defeat at present was when Miss Ferguson (County Down) beat Miss Quirk, one up.
Among the British players, Miss Fishwick showed championship form in beating Mrs. Guadalla, 2 and 1; while Miss Edd Wilson beat Mrs. McNair, 7 and 5.
Mishap to Hartley.
London, Yesterday.
The British Walker Cup golfer, Rex Hartley, has accidentally lacerated the palm of his left hand with a piece of glass.
"The wound is deep, but I will play," he told an enquirer.
Hartley will have to wear a pad and a glove.
[Mr. Hartley recently defeated the veteran American champion, Dr. W. H. [unclear].]

TENNIS LEAGUE.

K.C.C. Win First Match.

S.C.A.A. DEFENDING TITLE.

The following tennis League matches were decided yesterday:

"B" DIVISION.

R.E.S.C. BEAT U.S.R.C.

Playing at Sookumpoo, the Royal Engineers Sports Club won by six sets to three. The scores were:—
Col. Skinner and Col. Wyatt (R.E.S.C.)—
lost to Pay-Mr. Comdr. Payne and Lt. Garnett 3-6
beat Pay-Mr. Comdr. Parsons and Lt. Gould 6-4
beat F/Lt. Duck and Capt. Veddar 6-1
Major Tosh and Capt. de Lindo (R.E.S.C.)—
lost to Pay-Mr. Comdr. Payne and Lt. Garnett 2-6
beat Pay-Mr. Comdr. Parsons and Lt. Gould 6-4
beat F/Lt. Duck and Capt. Veddar 6-0
Major Kerrish and S/M Atkinson (R.E.S.C.)—
lost to Pay-Mr. Comdr. Payne and Lt. Garnett 2-6
beat Pay-Mr. Comdr. Parsons and Lt. Gould 12-10
beat F/Lt. Duck and Capt. Veddar 6-4

UNIVERSITY BEAT C.S.C.C.

At Pokfulam, the University Tennis Club beat the Civil Service Cricket Club by six sets to three. The scores were:—
L. Forster and D. K. Samy (University)—
beat J. Burrow and Owen 7-5
lost to R. Bradley and J. A. Bendall 2-6
Valentine and B. J. Valentine 6-2
F. Y. Khoo and T. K. Lien (University)—
beat J. Burrow and Owen 6-3
lost to R. Bradley and J. A. Bendall 7-9
beat Balfour and R. J. Valentine 9-7
G. E. Yeoh and G. de Souza (University)—
lost to J. Burrow and Owen 4-6
beat R. Bradley and J. A. Bendall 6-1
beat Balfour and R. J. Valentine 6-3

NIPPON CLUB LOSE.

Playing at home, Recreo won by six sets to three. The scores were:—
C. Barretto and A. Gosano (Recreo)—
beat Nomura and Suenaga 6-2
beat Fujieda and Nakata 6-4
lost to Sakiji and Yoshikawa 6-8
Barros and Remedios (Recreo)—
beat Nomura and Suenaga 6-4
beat Fujieda and Nakata 7-5
beat Sakiji and Yoshikawa 6-4
Noronha and A. Remedios (Recreo)—
beat Nomura and Suenaga 6-2
lost to Nakata 6-6
lost to Sakiji and Yoshikawa 5-7

K.C.C. WIN.

Playing at home, K.C.C. defeated the Y.M.C.A. by seven sets to two. The scores were:—
W. Hyde and P. Hambly (K.C.C.)—
beat S. A. Gray and H. Keyserling 6-3
beat E. R. Price and T. J. Price 6-2
beat G. Puncheon and H. Laughton 6-4
Mackintosh and F. Grose (K.C.C.)—
beat S. A. Gray and H. Keyserling 6-2
lost to E. R. Price and T. J. Price 3-6
beat G. Puncheon and H. Laughton 6-1
W. Gittins and A. T. Lee (K.C.C.)—
beat S. A. Gray and H. Keyserling 6-1
lost to E. R. Price and T. J. Price 2-6
beat G. Puncheon and H. Laughton 6-1

"C" DIVISION.

CHINESE R.C. AGAIN WIN.

At Causeway Bay, the Chinese won by eight sets to one. The scores were:—
Chui Chin-chui and Hong Wai-chin (C.R.C.)—
beat G. A. Noronha and L. A. Rocha 6-4
beat L. A. Ribeiro and A. V. Remedios 6-2
beat J. Xavier and M. Oliveira 6-3
Choy Ping-fan and Ng Kam-chuen (C.R.C.)—
lost to G. A. Noronha and L. A. Rocha 4-6
beat L. A. Ribeiro and A. V. Remedios 8-6
beat J. Xavier and M. Oliveira 6-1
Lau Man-kwong and Hon Lum-fung (C.R.C.)—
beat G. A. Noronha and L. A. Rocha 6-2
beat L. A. Ribeiro and A. V. Remedios 6-0
beat J. Xavier and M. Oliveira 6-3

S.C.A.A. v. K.C.C.

Playing at home, the Chinese team won by six sets to three, the scores being:—
Wong Fook and Siew Kin-sang (S.C.A.A.)—
beat F. J. Chubb and R. B. Jackson 6-3
beat G. Lee and N. A. E. Mackay 6-0

SIX WICKETS FOR GRIMMETT.

CAPTAIN'S INNINGS.

"AUSSIES" IN TIGHT CORNER.

London, Yesterday.
Playing at Liverpool in their fifth match of the tour, the Australians at the close of play to-day were in a dangerous position. The conclusion of the day's play saw the tourists 113 runs behind with half their wickets in hand.

Winning the toss P. T. Eckersley sent the county in to bat on a wet wicket. Before the bowling of C. V. Grimmett, the South Australian veteran, Lancashire fared badly, and were dismissed for the low score of 176 runs. Eckersley, with a creditable innings of 54, tried hard to stop the rot, but like their neighbours, Yorkshire, the county could do little against the clever spin bowling of Grimmett.

Following up his triumph against Yorkshire, Grimmett took 6 Lancashire wickets for 57 runs. Before the varied attack of Lancashire, the Aussies failed to maintain their powerful batting strength, and at the close of play they were still 113 runs behind with five wickets to fall.

Scores.

Lancashire: 176

Australians: 63-5

—Reuter.

beat G. C. Burnett and W. Brown 6-4
Luk Tang-cheung and Yung Nai-cheung (S.C.A.A.)—
beat F. J. Chubb and R. B. Jackson 6-2
beat G. Lee and N. A. E. Mackay 6-3
lost to G. C. Burnett and W. Brown 1-0
Ho Hin-kin and Len Kwa-fan (S.C.A.A.)—
lost to F. J. Chubb and R. B. Jackson 6-8
lost to G. Lee and N. A. E. Mackay 4-6
beat G. C. Burnett and W. Brown 6-3

CIVIL SERVICE WIN.

Playing at home, Civil Service Cricket Club beat the German Tennis Club by six sets to three. The scores were:—
C. Mitchell and V. H. Freeman (C.S.C.C.)—
beat R. Schmidt and E. Precht 6-0
beat O. May and O. Neidt 8-0
beat H. Boese and B. Schroter 6-2
J. R. Fennelley and H. J. Best (C.S.C.C.)—
beat R. Schmidt and E. Precht 10-8
lost to O. May and O. Neidt 4-6
beat H. Boese and B. Schroter 6-1
T. Armstrong and G. Gull (C.S.C.C.)—
lost to R. Schmidt and E. Precht 2-6
lost to O. May and O. Neidt 8-10
beat H. Boese and B. Schroter 6-4

CLUB BEATEN.

Playing away, the University Tennis Club beat the Hong Kong Cricket Club by seven sets to two. The scores were:—
C. W. E. Bishop and H. Nijhoff (H.K.C.C.)—
lost to Y. F. Chow and P. P. Khoo 3-6
beat L. Oppenheim and L. de Silva 6-2
lost to Y. K. Ng and A. L. Tsai 1-6
G. W. Stabb and J. E. Henry (H.K.C.C.)—
lost to Y. F. Chow and P. P. Khoo 5-7
lost to L. Oppenheim and L. de Silva 5-7
lost to Y. K. Ng and A. L. Tsai 3-6
C. H. Bradley and V. R. Gordon (H.K.C.C.)—
lost to Y. F. Chow and P. P. Khoo 4-8
beat L. Oppenheim and L. de Silva 7-5
lost to Y. K. Ng and A. L. Tsai 1-6

FILIPINO CLUB v. NIPPON.

At King's Park the Filipinos defeated Nippon by six sets to three. The scores were:—
Rull and Zafra (F.C.)—
beat T. Hata and T. Sato 6-4
lost to C. Kawano and R. Ishibashi 4-6
beat T. Takamura and Z. Inaoka 8-4
D. Leonard and J. M. Cruz (F.C.)—
lost to T. Hata and T. Sato 4-6
beat C. Kawano and R. Ishibashi 6-3
lost to T. Takamura and Z. Inaoka 2-6
T. Leonard and W. Ogley (F.C.)—
beat T. Hata and T. Sato 6-4
beat C. Kawano and R. Ishibashi 7-5
beat T. Takamura and Z. Inaoka 6-2

TO-DAY'S MATCHES.

The games which were postponed yesterday are down for decision this afternoon and these are:—
Indian R.C. v. S.C.A.A.
Chinese R.C. v. M.B.K.
The home teams are given first and the games will commence at 4.45 p.m.

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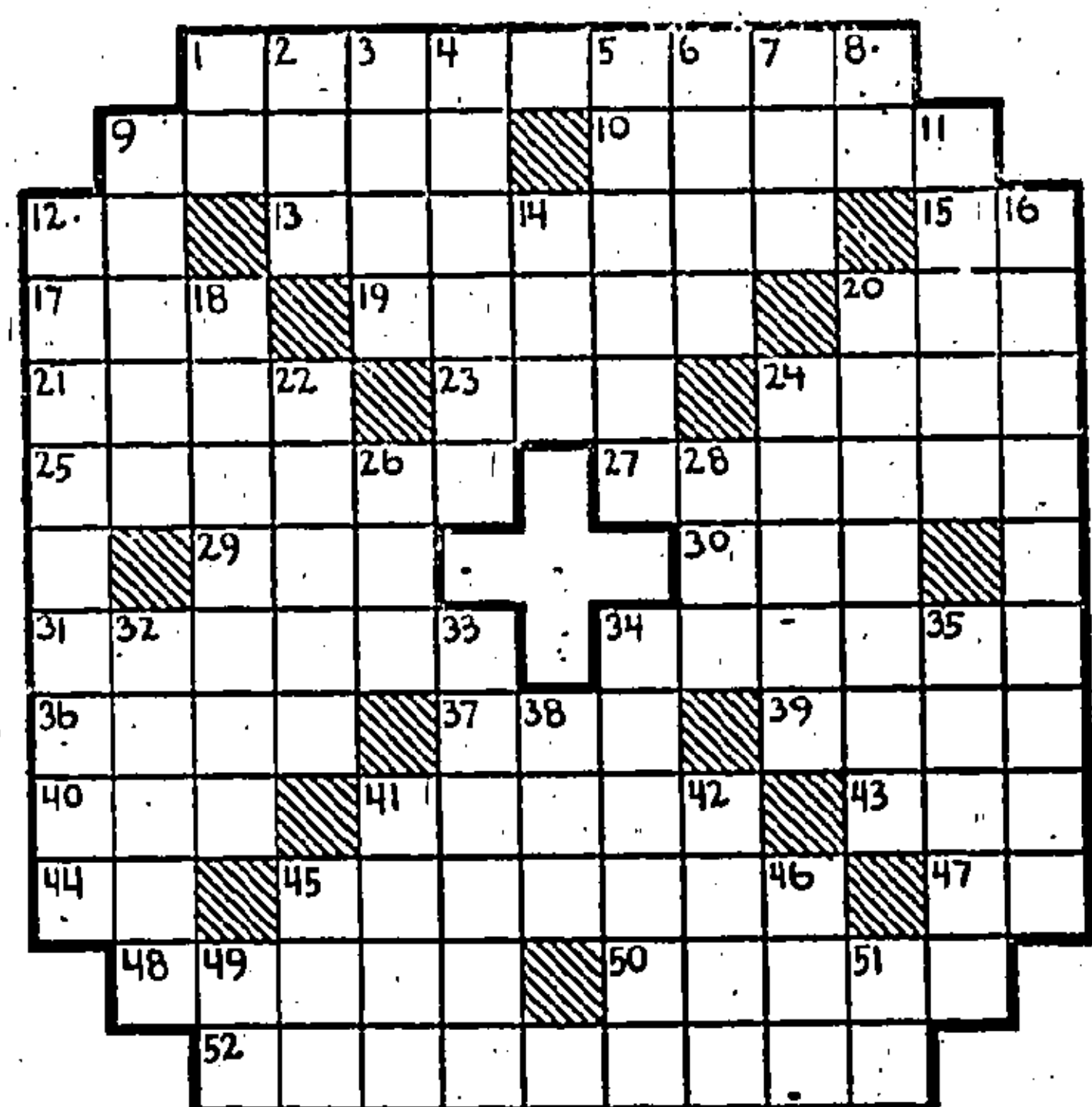
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-Introduced
- 2-Pigment
- 3-Gives relief
- 12-Prefix—(together)
- 13-Omen
- 15-A British colony (abbr.)
- 17-Ancient
- 19-Turn aside
- 20-In place of
- 21-Aromatic plant
- 23-American desert
- 24-Food and drink
- 25-Characteristics
- 27-Male honey bees
- 29-Feminine suffix (abbr.)
- 30-Part of a circle
- 31-Burns slightly
- 34-Complete
- 36-Projections
- 37-Loose
- 39-Percolated
- 40-Terminus
- 41-Meriment
- 43-Scottish river

HORIZONTAL (Cont.)

- 44-Double (Prefix)
- 45-Innervated
- 47-Minister's degree (abbr.)
- 48-Old woman
- 50-Constellation
- 52-Directed

VERTICAL

- 1-Parent
- 2-Tear
- 3-Poetical form of enough
- 4-Blinds with stripes of leather
- 5-Was necessary
- 6-Beats
- 7-Superlative suffix
- 8-From (Prefix)
- 9-Participle to the extreme north or south
- 11-Noisy breathing
- 12-Disputed

VERTICAL (Cont.)

- 14-Three (Prefix)
- 15-Revived
- 18-Exhausted
- 20-Imaginary
- 22-Imprudence by noisy repetition
- 24-Armored enclosures for protection
- 26-Pipe joint
- 28-Hurried
- 32-Order of classes
- 33-Splinter
- 34-Additional items
- 35-Organ pipes
- 38-Square measure—ment unit (metric)
- 41-Repair
- 42-Fronton
- 45-Instrument of punishment
- 46-Expire
- 49-Rear Admiral (abbr.)
- 51-Boy's familiar name

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

CHESS.

San Remo Tournament Closed.

The San Remo Tournament came to a close on February 4, after fifteen rounds. Alekhine came out at top with a big lead, and it is pleasant to note that the British representative, Mr. Yates, was a prize winner. The final scores were:—
Dr. Alekhine, 14 points; Nimzowitsch, 10½; Rubinstein, 10; Bogoljubow, 9½; Yates, 9½; Ahues, 8½; Spielmann and Dr. Vidmar, 8 each; Maroczy and Dr. Tartakower, 7½ each; Colle and Kmoch, 6½ each; Aralza, 4½; the Marquis Monticelli, 4; Grau, 3½ and Romih, 2½.

The world Champion, as his splendid score shows, was in excellent form throughout the Tournament. Here is a specimen of his play:—

Q. P. Opening.

- | | |
|--------------|--------------|
| White | Black |
| 1. P-Q4 | 1. Kt-KB3 |
| 2. Kt-KB3 | 2. P-K3 |
| 3. P-K3 | 3. P-K3 |
| 4. Q-K2 | 4. P-Q4 |
| 5. P-Q2 | 5. P-K3 |
| 6. P-B3 | 6. P-K3 |
| 7. Q-K2 | 7. Kt-Q4 |
| 8. P-P | 8. P-P |
| 9. Kt-B sq | 9. Q-B2 |
| 10. Kt-K3 | 10. Q-B2 |
| 11. P-Q2 | 11. P-K3 |
| 12. P-QB4 | 12. P-KK4 |
| 13. B-B3 | 13. Kt-K5 |
| 14. Q-Kt | 14. Kt-B ch |
| 15. Q-K2 | 15. Kt-K5 |
| 16. P-QR3 | 16. R-KKt sq |
| 17. Kt-Q5 | 17. Kt-K4 |
| 18. Q-K5 | 18. Castles |
| 19. Castles | 19. P-KB4 |
| 20. Q-K2 | 20. P-KR4 |
| 21. Kt-RP | 21. R-Kt3 |
| 22. P-B4 | 22. P-P |
| 23. Kt-P | 23. R-B3 |
| 24. P-R3 | 24. R-Kt sq |
| 25. B-Kt | 25. Q-B |
| 26. Kt-B3 | 26. Q-Kt2 |
| 27. Q-Q sq | 27. P-K4 |
| 28. Kt-Q6 | 28. R-P |
| 29. Q-Q2 | 29. B-Kt |
| 30. P-P | 30. P-K5 |
| 31. P-Q6 | 31. P-Kt |
| 32. R-P | 32. R-P |
| 33. P-B | 33. P-Kt |
| 34. Resigns. | 34. R-Kt |

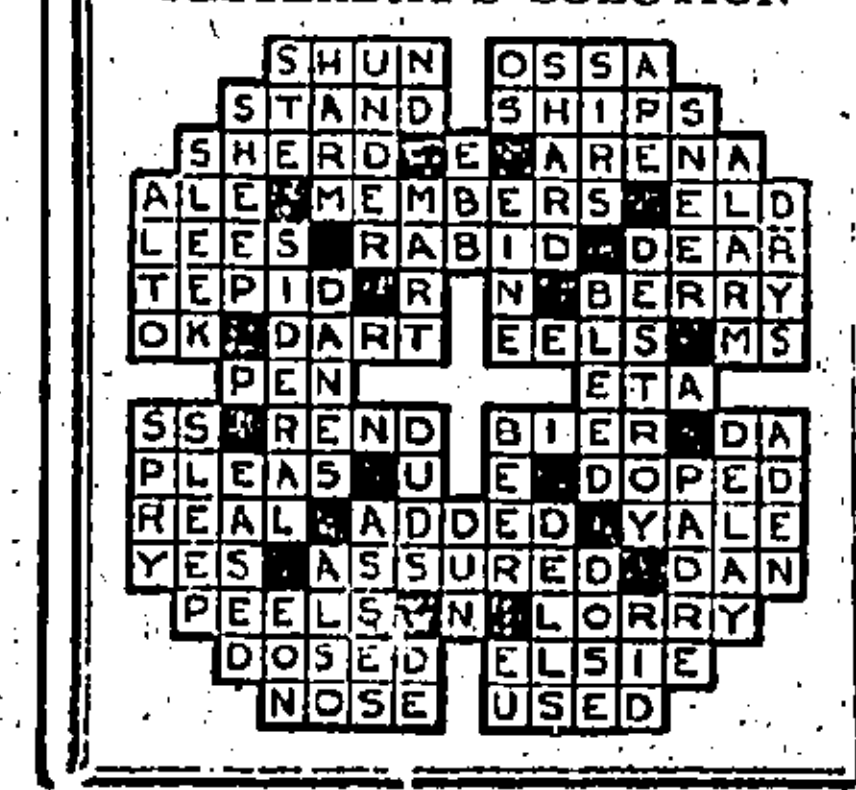
There were many good games, amongst them one between the recent aspirant to the World Championship and a probable future aspirant which game ran as follows:—

Q. P. Opening.

- | | |
|--------------|--------------|
| White | Black |
| 1. P-Q4 | 1. Kt-KB3 |
| 2. Kt-KB3 | 2. P-K3 |
| 3. P-K3 | 3. P-K3 |
| 4. Q-K2 | 4. P-Q4 |
| 5. P-Q2 | 5. P-K3 |
| 6. P-B3 | 6. P-K3 |
| 7. Q-K2 | 7. Kt-Q4 |
| 8. P-P | 8. P-P |
| 9. Kt-B sq | 9. Q-B2 |
| 10. Kt-K3 | 10. Q-B2 |
| 11. P-Q2 | 11. P-K3 |
| 12. P-QB4 | 12. P-KK4 |
| 13. B-B3 | 13. Kt-K5 |
| 14. Q-Kt | 14. Kt-B ch |
| 15. Q-K2 | 15. Kt-K5 |
| 16. P-QR3 | 16. R-KKt sq |
| 17. Kt-Q5 | 17. Kt-K4 |
| 18. Q-K5 | 18. Castles |
| 19. Castles | 19. P-KB4 |
| 20. Q-K2 | 20. P-KR4 |
| 21. Kt-RP | 21. R-Kt3 |
| 22. P-B4 | 22. P-P |
| 23. Kt-P | 23. R-B3 |
| 24. P-R3 | 24. R-Kt sq |
| 25. B-Kt | 25. Q-B |
| 26. Kt-B3 | 26. Q-Kt2 |
| 27. Q-Q sq | 27. P-K4 |
| 28. Kt-Q6 | 28. R-P |
| 29. Q-Q2 | 29. B-Kt |
| 30. P-P | 30. P-K5 |
| 31. P-Q6 | 31. P-Kt |
| 32. R-P | 32. R-P |
| 33. P-B | 33. P-Kt |
| 34. Resigns. | 34. R-Kt |

English Counties' Championship. Surrey, the holders, have started well in this year's inter-county contest by gaining a smashing victory over the very strong county of Kent. The names of many well-known players will be recognised in the list of scores

YESTERDAY'S SOLUTION



made in this match, which list is as follows:—

- | | |
|-----------------|------------------------|
| Surrey. | Kent. |
| H. Griffiths | 1/2 C. O'Sullivan |
| R. P. Mitchell | 1/2 O. C. Muller |
| R. C. Walker | 1/2 J. C. Waterman |
| H. B. Uber | 1/2 H. H. Cole |
| F. F. Le. Alex. | 1/2 R. C. Noel |
| G. Wernick | 1/2 E. Cresswell |
| P. Nettleton | 1/2 W. Skillcorn |
| A. Fletcher | 1/2 F. W. Chambers |
| C. F. Cornwall | 1/2 E. Coad |
| T. H. Robert- | 1/2 J. Johnson |
| G. Treaskia | 1/2 C. H. Lorch |
| G. A. Shobridge | 1/2 B. W. Hamilton |
| W. L. Brerley | 1/2 W. M. Brooke |
| C. V. Butler | 1/2 H. Storer |
| G. A. Felce | 1/2 G. O. Pratt |
| R. Newman | 1/2 J. M. Lingard |
| B. H. Stronach | 1/2 G. Hanson |
| Dr. St. J. | 1/2 J. P. Goodfellow |
| R. H. Birch | 1/2 R. H. S. Stevenson |
| H. Evans | 1/2 Mrs. Stevenson |

University Chess. The Cambridge University Club has gained a fine victory over the

INTERPORT CRICKET.

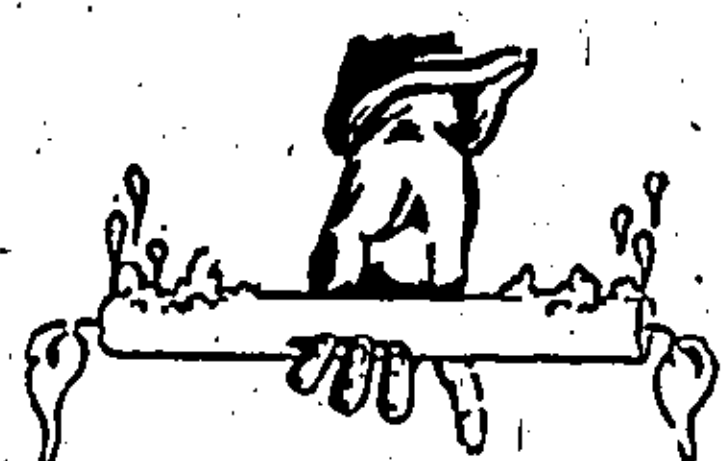
The China Mail is informed that the interport cricket match in Shanghai will be played on Monday, Tuesday, and Wednesday next week instead of on the dates originally announced. The Hong Kong players left for Shanghai to-day. They carry with them all good wishes for a successful trip.

very strong Hampstead Club—7½ games to 2½. The score was:—
Cambridge. Hampstead.
R. L. Mitchell 1 R. C. Griffith 0
C. Alexander 1 W. H. Watts 0
W. Sandhu 1 E. Springour 0
J. H. Holford 1 W. E. Bowick ½
R. Clarke ½ C. E. Samon ½
M. Kemball 1 C. A. Damant 0
J. Bronowski ½ T. Caswell ½
L. P. Scott 0 E. Husvine 1
P. Reid 1 G. Quennell 0
R. Fairbank 1 F. Turnbull 0

Brief Brilliances.

- | | |
|------------|--------------|
| Ruy Lopez. | Black |
| 1. P-K4 | 1. P-K4 |
| 2. Kt-KB3 | 2. Kt-QB3 |
| 3. B-Kt5 | 3. P-QR3 |
| 4. B-R4 | 4. Kt-B3 |
| 5. O-O | 5. Kt-P |
| 6. P-Q4 | 6. P-QKt |
| 7. B-Kt5 | 7. P-Q4 |
| 8. P-P | 8. B-K3 |
| 9. P-B3 | 9. B-K2 |
| 10. P-QR4 | 10. Kt-R4 |
| 11. P-P | 11. P-P |
| 12. B-B2 | 12. O-O |
| 13. Kt-Q4 | 13. Kt-B5 |
| 14. R-R | 14. Q-R |
| 15. P-B3 | 15. Kt-B4 |
| 16. P-QKt4 | 16. Kt-R3 |
| 17. P-KB4 | 17. P-QB4 |
| 18. Kt-B5 | 18. P-K4 |
| 19. Q-B5 | 19. Resigns. |

From the San Remo Tournament; winner was Ahues, the German master.—Singapore Free Press.



Don't Burn the Candle At Both Ends.

In these days of high pressure many people try to do too much. It is a great mistake to imagine that you can tax your vitality to the utmost day after day—often at the expense of adequate rest and sleep—without paying the penalty. Burning the candle at both ends shortens its life and usefulness—and yours!

If it is impossible to avoid overwork, worries, the strain of too many social obligations and pleasures, at least be wise enough to fortify your system and to replenish your vital forces as they are used up, thus averting nervous exhaustion, anaemia, neurasthenia, and the many forms of suffering these maladies entail. To do this use Dr. Williams' Pink Pills. Pre-eminent as a blood-builder and nerve tonic for close on fifty years, Dr. Williams' Pink Pills have an unequalled reputation as a restorative of lost vitality, as a powerful and rapid rejuvenator of debilitated worn-out men and weak ailing women. Your chemist sells Dr. Williams' Pink Pills, so if in need of tonic help you can begin a course to-day.

MISS DORIS ROUND.

New British Girl Tennis Hope.

RECALLING Mlle. LENGLEN.

London, April 10. The Wightman Cup lawn tennis trial matches, which concluded at Wimbledon yesterday have revealed a British girl player who, at the age of 19, is very little inferior to Mlle. Suzanne Lenglen, who first won the championship at Wimbledon at the same age.

This player, Miss Doris Round, hails from Worcester.

In these trial matches she defeated Miss Joan Ridley, who reached the semi-final at Wimbledon last year. Mrs. Holcroft-Watson, who is officially ranked No. 1, and Miss Joan Fry on successive days.

"Lawn Tennis Brain." Miss Round is an all-court player. Her ground shots are precise and have plenty of pace. Her back-hand strokes are gems in production. Her fleetness of foot enables her to reach the net, where she is able to volley as decisively as many first-class men.

Added to this she has a "lawn tennis brain." It is indicated by her wonderful anticipation her opponents' shots and a swift conception of their weaknesses.

Miss Round is a serious rival to Miss Betty Nuthall, who through illness was unable to take in the trials.—Manchester Guardian.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—
Bank, wire 1/5 7/16
Bank, on demand 1/5 1/2
Bank, 30 days' sight
Bank, 4 months' sight 1/5 3/4
Credits, 4 months' sight 1/5 7/16
Documentary, 4 months' sight 1/5 9/16
On Paris—
On demand 902 1/2
Credits, 4 months' sight 977 1/2
On Berlin—
On demand
On New York—
On demand 35 1/2
Credits, 60 days' sight 37 1/2
On Bombay—
Wire 98
On demand 98
On Calcutta—
Wire 98
On demand 98
On Singapore—
On demand 62 1/2
On Manila—
On demand 71
On Shanghai—
On demand 78 1/2
80 days' sight (private paper)
On Yokohama—
On demand 71 1/2
Gold Leaf, 100 fine (per tael)
Sovereigns (Bank's buying rate) 13.28
Silver (per oz.) 19 1/16
Bar Silver in Hong Kong 3/4 prem.
Copper Cash Nominal
Copper Cents 3% prem.
Rate of Native Interest 5% p.a.
Chinese Sub. Coin 23 1/2% dis.
Hong Kong Sub. Coin 1/4% dis.

LONDON EXCHANGES

Rugby. Yesterday.
Paris 123.85
New York 4.85 31/32
Brussels 34.315
Geneva 25.13
Amsterdam 12.08 1/2
Milan 92.68
Berlin 20.365
Stockholm 18.125
Copenhagen 18.16
Oslo 18.16
Vienna 34.465
Prague 164
Helsingfors 198
Madrid 39.845

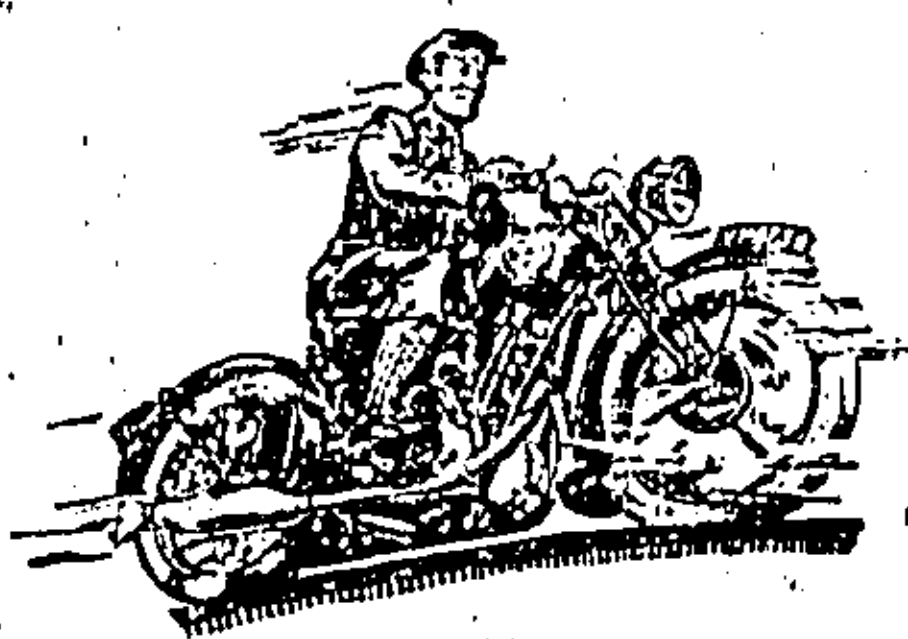
HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 15th May, 1930.

STOCK	Buyers	Sellers	Sales	Norm.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1415	1410	1425	Dec.	Final 24 n/a 1929	Feb. 24, 30
Chartered Bank	171	171	171	Dec.	Final 77, 1929, 1930	Apr. — 30
Mercantile Bk., A.M. C. 7	121	121	121	Dec.	Final 17, 1929, 1930 1/100 1/100 1/100	Apr. — 30
Bank of Asia	115	115	115	Dec.	1/100 1/100 1/100	Feb. 22, 30
Insurance.						
Canton Ins.	920	920	920	Dec.	Final 27 for 1929 Interim 915 n/a 1929	Pending
Union Ins.	470	470	50	Dec.	Final 107 for 1929 Interim 94 n/a 1929	Pending
China Underwriters	1,60	1,60	1,70	Dec.	None	...
China Fire Ins.	300	300	300	Dec.	Final 20 bonus 80 Interim 21 n/a 1929	Pending
H. K. Fire Ins.	910	910	910	Dec.	Final 20 bonus 80 Interim 21 n/a 1929	Mar. 26, 30
Shipping.						
Douglases	231	231	231	Dec.	Last dividend for 1929	...
H. K. Steamboats	251	251	251	Dec.	1/100 for 1929 Interim 107 n/a 1929	Mar. 4, 30
Indo-China (Pref.)	43	43	43	Dec.	Final 20 bonus 80 Interim 21 n/a 1929	June 10, 30
Shell Transports	963	963	963	Dec.	Last dividend for 1929	...
Union Waterboats	31	31	31	Dec.	Final 20 bonus 80 Interim 21 n/a 1929	Jan. 6, 30
Mining.						
Benguet	71	71	71	Dec.	Interim 15 costavos n/a 1929	Apr. — 30
Kailan Mining Ad.	413	413	413	June	Final 30 n/a 1929 Interim 30 n/a 1929	Dec. 17, 30
Langkat (Comb.)	1310	1310	1310	Oct.	Final 30 n/a 1929 Interim 30 n/a 1929	Pending
Shai Exploration	1.15	1.15	1.15	Dec.	None	...
Loans	5.65	5.65	5.65	Dec.	Last dividend for 1929	...
Rauba	211	211	211	Mar.	Second Int. 11 n/a year 11-30	Mar. 25, 30
Tronoh Mines	211	211	211	Dec.	4th Int. last Coupon No. 01	Sep. 30, 30
Docks, Wharves, &c.						
H. K. & W. Wharves	183	175	183	Dec.	1/100 for 1929	Mar. 13, 30
H. K. & W. Docks	39	39	39	Dec.	Last dividend for 1929	...
China Provident	5.00	5.00	5.00	Dec.	Last dividend for 1929	...
Hongkew	260	260	260	Dec.	Final 20 n/a 1929	Mar. 31, 30
N. Engineering	8	8	8	Dec.	Final 20 n/a 1929	Feb. 25, 30
Shanghai Docks	133	133	133	Apr.	Final 20 n/a 1929	July 27, 30
Cotton Mills.						
Ewo Cottons	18.60	18.60	18.60	Dec.	Final 20 n/a 1929	Mar. 17, 30
Shai Cotton (old)	81	81	81	Apr. and Oct.	Final 20 n/a 1929 Interim 21 n/a 1929	Nov. 23, 30
Shai Cotton (new)	81	81	81	Apr. and Oct.	Final 20 n/a 1929 Interim 21 n/a 1929	Oct. 11, 30
Zhong Sing	10	10	10	June	Final 20 n/a 1929	...
Lands, Hotels & Buildings.						
H. K. & S. Hotels	18	18.20	18	Dec.	50 cents for 1929	Apr. 7, 30
H. K. Lands	701	701	701	Dec.	Final 20 n/a 1929	Feb. 12, 30
Shanghai Lands	272	272	272	Dec.	Final 20 n/a 1929	Mar. 12, 30
Humphreys	14.90	14.90	14.90	Dec.	Final 20 n/a 1929	May 7, 30
H. K. Realities	11.10	11.10	11.10	Dec.	Final 20 n/a 1929	Mar. 24, 30
Chinese Estates	93	93	93	Feb.	1/100 for year 23-29	June 5, 30
Public Utilities.						
H. K. Tramways	30.40	30.65	30.40	Dec.	Final 20 cents n/a 1929	Mar. 13, 30
Peak Tram (old)	111	111	111	Apr.	Final 20 cents n/a 1929	June 7, 30
Star Ferry	85	85	85	Dec.	Final 20 cents n/a 1929	Feb. 14, 30
China Light (old)	281	281	281	Sept.	Final 20 cents n/a 1929	May 19, 30
China Light (new)	23	23	23	Sept.	Final 20 cents n/a 1929	Mar. 12, 30
H. K. Electric	701	701	701	Dec.	Final 20 cents n/a 1929	Mar. 12, 30
Macao	23	23	23	Dec.	Final 20 cents n/a 1929	Mar. 12, 30
Sandakan Lights	3	3	3	June	Final 20 cents n/a 1929	Mar. 12, 30
H. K. Telephone	131	131	131	Dec.	Final 20 cents n/a 1929	Mar. 12, 30
China Bus	101	101	101	Dec.	Final 20 cents n/a 1929	Mar. 12, 30
SpaceTractions (Ord.)	101	101	101	Sept.	Final 20 cents n/a 1929	Mar. 12, 30
SpaceTractions (Pref.)	101	101	101	Sept.	Final 20 cents n/a 1929	Mar. 12, 30
Industrials.						
China Sugars	1.30	1.30	1.30	Dec.	In Liquidation	...
Malabon Sugars	27	27	27	Dec.	Final 20 cents n/a 1929	Apr. 11, 30
Cald. Macg. Ord.	10.70	10.70	10.70	Dec.	Final 20 cents n/a 1929	Apr. 30, 30
Cannos (Ord.)	31	31	31	July	Final 20 cents n/a 1929	...
Cements (comb.)	10.60	10.60	10.60	Dec.	Final 20 cents n/a 1929	Mar. 19, 30
Cements (new)	11.10	11.10	11.10	Dec.	Final 20 cents n/a 1929	Mar. 19, 30
H. K. Ropes	3.10	3.10	3.10	Dec.	Final 20 cents n/a 1929	...
United Asbestos	5	5	5	Dec.	Final 20 cents n/a 1929	...
Stores, &c.						
Dairy Farms	25	25	25	Dec.	Final 20 cents n/a 1929	Mar. 14, 30
Watsons	121	121	121	Oct.	Final 20 cents n/a 1929	Mar. 31, 30
Der A Wings	1	1	1	Dec.	Final 20 cents n/a 1929	...
Lanc. Crawfords	31	31	31	Feb.	Final 20 cents n/a 1929	Apr. 11, 30
Mackintosh	101	101	101	Feb.	Final 20 cents n/a 1929	Apr. 11, 30
Sincere	12	12	12	Feb.	Final 20 cents n/a 1929	Apr. 11, 30
Wm. Powells	2.65	2.65	2.65	Feb.	Final 20 cents n/a 1929	Apr. 11, 30
Miscellaneous.						
H.K. Amusement	201	201	201	Mar.	Final 20 cents n/a 1929	July 5, 30
H. K. Construcions	1.70	1.70	1.70	Dec.	Final 20 cents n/a 1929	...
H. Ind. G. Bonds	99%	99%	99%	Dec.	Final 20 cents n/a 1929	...
H. K. Govt. Loans	9%	9%	9%	Dec.	Final 20 cents n/a 1929	...
Liabon 108.80						
Athens 876						
Bucharest 818						
Rio 57%						
Buenos Aires 43 1/16						
Bombay 1 13/16						
Shanghai 1/10						
Hong Kong 1/8 1/2						
Yokohama 2/0 3/8						
Silver Spot & Forward 19 1/16						
—British Wireless Service.						

MOTORISTS THIS IS YOUR PAGE

Greater Strength—Greater Safety—
Greater Comfort—Greater Value



RIDE ON A BACKBONE
OF FORGED STEEL
WHICH CHARACTERISES
1930

B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and inspect the New Models in Stock.

THE SINCERE CO., LTD.

SOLE AGENTS.

MR. KAYE DON.

U.S. Hope That He Will
Try Again.

The American Automobile Association announced the abandonment of "in the interest of safety and economy" of Mr. Kaye Don's attempt to establish a new world's speed record. They expressed their extreme regret that weather conditions had prevented a successful attempt and their hope that Mr. Don would return to try again in December.

I saw Mr. Don on his arrival in New York, and he confirmed the statement that he was returning to Britain in the Cunarder Aquitania. He said: "There are absolutely no differences between Mr. Coatalen (the designer of the car) and myself. We are in complete agreement."

Mr. Coatalen confirmed this statement, expressing the opinion that Mr. Don was a plucky and extraordinarily efficient driver. Mr. Don added:

I am naturally very disappointed. My treatment at Daytona could not have been kinder. Every possible assistance was given me, but the simple fact of the matter is that high speed runs can only be made on the beach immediately after a north-east gale. Such gales occur but rarely, except in January and February. Mr. Coatalen and myself agree with the decision of the A.A.A. The Silver Bullet will be shipped to Britain later in the month in the Cunard liner Berengaria.

MORRIS TRUCKS.

Heavier Types
Projected.

Among the passengers who passed through Fremantle from Home recently was Mr. R. S. Dyball, the Australian and New Zealand factory representative for Morris Commercial Cars, Birmingham. His special mission in Australia, he said in an interview, was to study conditions in Australia, with a view to improving the products of his company to make them more suitable, if improvements were necessary. He really thought that the latest R-type super-tonner, which had already been introduced to Australia, met the requirements of the country, and was behaving well.

British manufacturers were definitely awake to the possibilities of overseas markets, said Mr. Dyball, and were building vehicles specially for export. No longer were they making machines which suited British conditions and might be converted for Australian purpose. Manufacturers were becoming grouped in large amalgamations, such as Humber, Hillman, and Kommer, and Morris and Wolseley, and these combinations naturally had more strength than individual manufacturers. Still further amalgamations were projected but of these he could say nothing definite.

Over 45 per cent. of the total output of Morris Commercial Cars is exported," continued Mr. Dyball. "The output is about 350 vehicles a week, a beginning in the right direction. The exports are spread over all the world, and not merely the large Dominions. The trucks are selling as well in Britain as imported vehicles, and I do not doubt that in six or seven years British trucks will be getting a fair share of the Australian market. That, of course, refers to the light vehicles. It is generally admitted now that British heavy vehicles are supreme. Morris will eventually produce heavier trucks. In fact some heavy trucks will be shown at the Commercial Vehicle Show in London this year, but these will not be available for export until they have been well tried out in Europe within reasonable reach of the factory."

Car Official Interviewed.

Mr. N. C. Seeman, factory representative in Australia for Morris Motors, Ltd., passed through Perth on his return from Britain and the United States. Mr. Seeman, who had been in Australia for three years, visited the Morris works in Britain, and, in the course of an interview, stated that he had been greatly impressed with the development of the plant during his absence.

Mr. Seeman stated that Sir William Morris was determined to provide a car to suit all conditions and all purposes in Australia, and that his success was evidenced by the wide range of commercial and passenger vehicles that he was producing. The latest addition to the range was the late Six, which was tremendously popular in Britain, and which was regarded by British critics as something revolutionary in British car building.

"Small cars," said Mr. Seeman, "are essentially British, and it is a triumph for British engineers that foreign countries are now commencing to build them. I can never understand why business men, who only use cars to travel to and from work buy big, expensive machines when a small one is quite as efficient, only costs less to run, and is much easier to park."

Mr. Seeman spoke with satisfaction of the recent advances made in the British motoring industry, stating that British manufacturers were now practically in a position to cope with the strongest opposition.

tioned efficiently and satisfactorily. This had led to mass production, efficiency and rationalisation in the industries concerned, and had assisted to establish America in the export market.

Mr. Jarvis then briefly discussed the inception of the movement in Britain and its effect on certain of our industries, particularly the motor vehicle and engineering trades. He demonstrated that this type of credit had definitely benefited not only manufacturers and merchants, but the users of the merchandise distributed, and emphasised that the comparative slowness of the movement in this country could be attributed partly to the conservatism of prospective buyers and of the manufacturers and merchants themselves.

INSTALMENT CREDIT

Its Value in the
Motor Trade.

In the course of an address on "Credit for Distribution," which he delivered to the Institute of the Motor Trade at the Holborn Restaurant, London, on February 18, Mr. J. Gibson Jarvis, managing director of the United Dominions Trust, called upon British manufacturers and merchants to realise the value of this type of credit and to use it to what ever extent wise trading permitted.

"I realise fully," he said, "that the principles which I have advocated so strenuously for the last ten years are not wholly acceptable to some members of your trade and in certain other quarters they have been the subject of keen and even vicious criticism and attack. That does not perturb me unduly because I have an infinite and entirely logical belief in their essential rightness and truth."

"I am fortified in my belief when I think of the recent important changes in the constitution of my company, as the result of the interest which the Bank of England has taken in our affairs. It means that the principle of credit for distribution purposes and the method and system of administering that type of credit as exemplified by my company have been approved."

A Vital Service.

"Credit for distribution is a vital and essential part of our modern economic system. It is as old as commerce itself, but in its modern conception and application it is a new economic theory, a theory whose possibilities are still but dimly realised."

Basing his remarks on the most pronounced form of distribution credit—instalment selling by hire-purchase or sales by deferred payments—Mr. Jarvis claimed that the system has been tried and, correctly and wisely administered, has not been found wanting. In connection with the motor trade it had discovered its most important manifestation, as evidenced by the rapid growth of the industry in the United States. Last year it was stated that 6,500,000 motor vehicles were produced, of which 211,000 were manufactured in Great Britain and 6,500,000 in the United States. "The most amazing part of it is our amazing indifference to the lessons it teaches," commented Mr. Jarvis.

System Functioned Efficiently. He then described how a certain type of commercial bank had come into existence in the United States to assist the motor-car industry. Tracing the history of the movement, he drew attention to the mistakes which had been made, and finally showed how the trade, in conjunction with these commercial banks, had overcome their difficulties and evolved a system which functioned efficiently and satisfactorily.

This had led to mass production, efficiency and rationalisation in the industries concerned, and had assisted to establish America in the export market. Mr. Jarvis then briefly discussed the inception of the movement in Britain and its effect on certain of our industries, particularly the motor vehicle and engineering trades. He demonstrated that this type of credit had definitely benefited not only manufacturers and merchants, but the users of the merchandise distributed, and emphasised that the comparative slowness of the movement in this country could be attributed partly to the conservatism of prospective buyers and of the manufacturers and merchants themselves.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
VAUXHALL.—Lane, Crawford, Ltd.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Buseen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56220.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.



cartoonics

You have, of course, read the comic strips in newspapers. You have undoubtedly viewed and laughed at the "cartoonics," in which hand-drawn little men and animals and objects do all sorts of impossible things, and are put in all sorts of unreal situations.

Those things serve a very useful purpose — they amuse, entertain, divert. But they are essentially unreal, and they are unreal because they are improbable.

To men who know lubricating oil, some of the claims made about the marvellous powers of by-products — a lubricant, for instance, made from the residue left after gasoline has been extracted — are just as amusing as comic strips and "cartoonics."

The advertiser's object is, of course, to create demand; and as many advertisements are clever, brilliant and full of punch and vigour, they convince and sell. BUT creating the desire to buy and satisfaction are two entirely different things. Satisfaction creates steady demand, and steady demand is what nearly every business thrives upon.

It is the steadily increasing demand for Gargoyle Mobiloil that proves this specialty superior to the by-products service stations, garages and accessory shops are flooded with.

Vacuum Oil Company

THE FULL-SIZE PLYMOUTH

now at new low prices



Plymouth is Chrysler's car in the lowest-price field—therefore it is the only car in that field to offer the distinctive engineering advancements and precision craftsmanship which have made Chrysler-built cars world-famous.

Plymouth stands alone among cars of lowest price with internal-expanding 4-wheel hydraulic brakes—weatherproof, self-equalising and permanently positive.

Plymouth stands alone among cars of lowest price with its full-size dimensions throughout—in body, frame, axles, transmission and power plant.

At its new substantially lower prices, Plymouth offers value without parallel in its price class. See the car, drive it. You will be convinced.



PLYMOUTH

CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

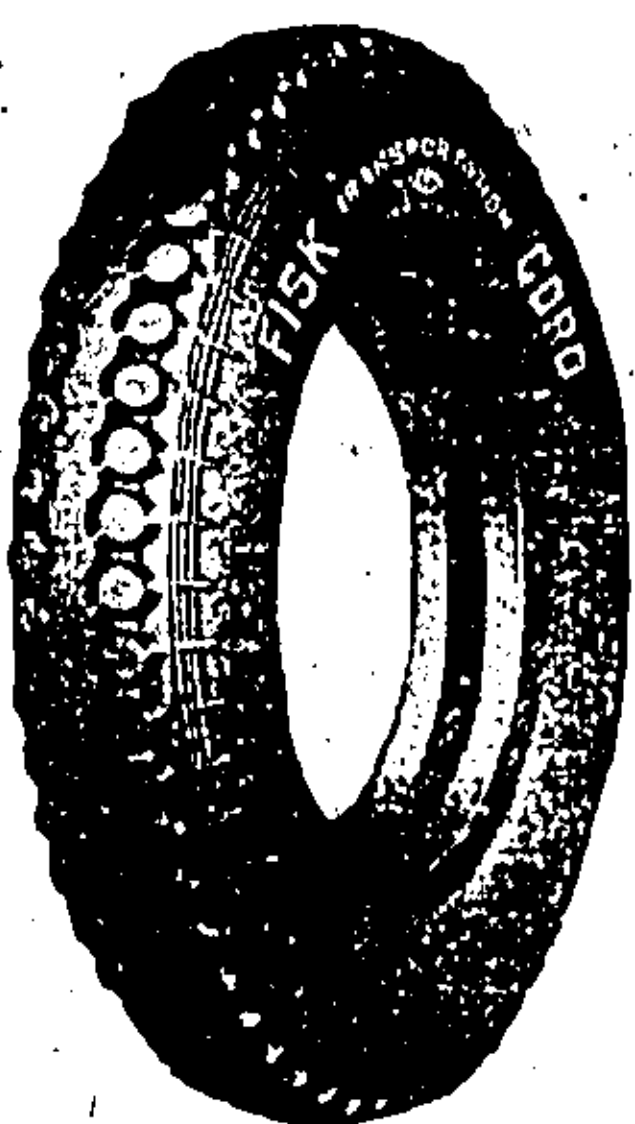
TEL. 25674.

HERE'S TIRE MILEAGE AT A LOW PRICE



FOR SAFETY ON SLIPPERY STREETS DRIVE ON

FISK
ALL-CORDS



Obtainable at all Garages upon request.

Sole Distributors:—

GILMAN & CO.

Tel. 28011. 4a, Des Voeux Rd. C.

TEXACO DRY GAS. West Australian Expansion.

On account of the increasing popularity of the new Texaco "Dry Gas" recently made possible by the Texas Company's commercial achievement and manufacture, the company is now expanding its facilities to the country sections, according to Mr. E. A. Beverly managing director.

After years of experimental and research work the Texas Company, has devised new methods of manufacturing motor spirit whereby a powerful, volatile spirit that will completely vaporise when passing through a normal carburettor has been attained, and large refining plants have been recently constructed for the manufacture of this product on a large commercial basis. It has been known by automotive engineers and research chemists that if it was practicable to make a motor spirit that would form a dry gas, better power and better mileage could be developed, because, a spirit that burns completely gives more power per gallon than a spirit that does not form a perfect gas mixture with air, and consequently gives incomplete combustion.

During the last few months overseas receiving bulk terminals have been completed and opened in Fremantle, Adelaide, Melbourne, Sydney, Newcastle and Brisbane, and in the short period of three months Texaco dry gas has become extremely popular and on account of the considerable demand for this product in the suburban and country sections a large number of country bulk depots are being constructed.

Most modern motor car engines have high compression engines and in order that a high compression motor may operate most efficiently it is necessary to use a motor spirit that will give a perfect mixture of gas and air in the cylinders, as incomplete combustion not only lowers the functioning of the engine but produces carbon deposits which cause knocking and serious pre-ignition.

The Texas Company is a unique organisation in that it is controlled by its employees, and the majority

"JUNK" CARS. Evils of Part-Exchange Deals.

TRADE TAKES ACTION.

A new £1,000,000 company, whose sole purpose will be to buy up "junk" cars and destroy them, is likely to be formed by the motor trade.

The British motor industry is menaced by these cars used in part-exchange deals. Suppliers, when selling a new car, make an allowance on the buyer's old car—the allowance in most cases being on a generous scale.

Many buyers, however, have been taking advantage of this plan to part-exchange very old cars—second-hand "junk" for the most part.

The dealer has been forced, to keep up his sales, to take these cars and dispose of them as best he can. If he refuses to agree to the deal he knows that the order will go to a competitor.

Fictitious Value.

The result is that a great number of very old cars have a purely fictitious value. In many cases the machines are not in "going" condition, and but for the part-exchange plan, would have been put on the "scrap-heap" long ago.

A well-known manufacturer says that he has traced a practically worthless car which was used in five part-exchange deals in less than six months.

The seriousness of the position may be gathered when it is stated that some firms of motor agents have as much as £100,000 locked up in second-hand cars, most of which are useless and even dangerous to sell.

If they are sold for the very low figure they are worth, the agent in all probability gets them again, like a boomerang, in a part-exchange deal, and has to pay perhaps twice the sum they were sold for.

of employees in this State, as well as in all the States of the Commonwealth, are shareholders in this enterprise, and consequently are vitally interested in the future of their company and in the standard of service being maintained.

MOTOR-CYCLING.

Where the Combination Scores.

I know that most women prefer even the smallest of small cars to a combination. They like to talk about "our car." But the combination has advantages to people of moderate means over any car. In the first place, its repairs and mechanical management are sufficiently simple to be done by the owner. Garage expenses are saved. Should there be a breakdown, you can always get it home by train. You can't do that with a car except at infinite trouble and expense. And it is far more easily slowed.

The combination can stand in the "front hall." I have even seen it in the sacred "front room." You can't do that sort of thing with a car. The tax is less, the cost of running is less, tyre bills are lower and indeed every item of expense is on an appreciably lower scale. If you are careful in your choice of a sidecar you can give your passenger comfort as great as she will get in any small car, and greater than she will get in many, and have the sweet knowledge that you are not running up bills which are going to be a constant source of worry.—Exchange.

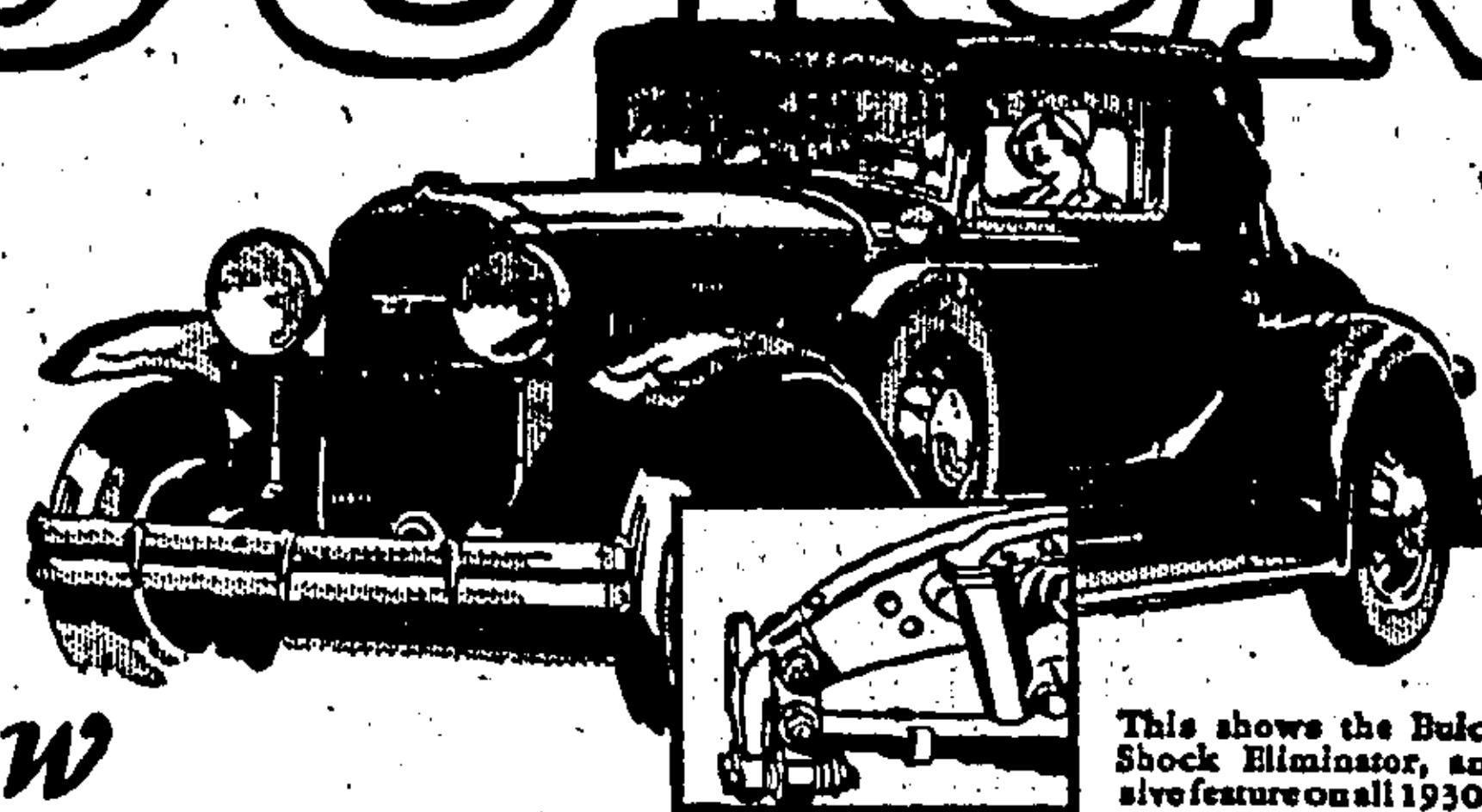
CHALLENGE TO THE GERMANS.

Several British manufacturers are making plans to attack the speed record now held by Germany. As we have got it for cars, so we must have it for motor-cycles. Captain Baldwin is named as having an eye on the record, and as one of our best men, given the machine, we may look for something sensational.

Two other makers are said to be busy with special machines, for, of course, it must be a special mount to tackle the high speeds that have now been reached, and we shall not be surprised if we are holding both car and motor-cycle speed records before many moons have waned.

Super-charging will be a feature, indeed, it must be, and within a month or two we may see the British motor-cycle attacking a record that we believe can be got by us.

THE New BUICK



This shows the Buick Road Shock Eliminator, an exclusive feature on all 1930 Buicks.

New

Road shock Eliminator . . and New Steering Gear

make Buick the easiest car in the world to drive!

The road shock eliminator—built into the front of the frame on the steering gear side—absorbs every jolt and jar arising from road inequalities, and thus prevents their transmission to the steering wheel and the driver's hands.

Imagine being able to travel the roughest road with your hands resting lightly on the wheel. Think of having an automobile which you can drive all day at any speed without feeling a single road jolt transmitted through the steering wheel!

Such are the fine results of two matchless new quality features in the 1930 Buick—two features which add to this car's appeal as the greatest dollar value of the day: a wonderful new frictionless steering gear, and the new Buick road shock eliminator! The new Buick steering gear, of the effective worm-and-roller type, moves with incomparable ease throughout its entire turning range, assuring instant, effortless response to the driver's every wish.

Come drive this new Buick. Head for the road you ordinarily avoid as too rough for comfortable travel. Test these twin features of comfort which make the new Buick the easiest steering car in its field!

114" Wheelbase Marquette Models	H.K.\$3,900 to H.K.\$4,250
118" Wheelbase Buick Models	H.K.\$4,750 to H.K.\$5,130
124" Wheelbase Buick Models	H.K.\$5,930 to H.K.\$6,015
132" Wheelbase Buick Models	H.K.\$5,635 to H.K.\$7,640

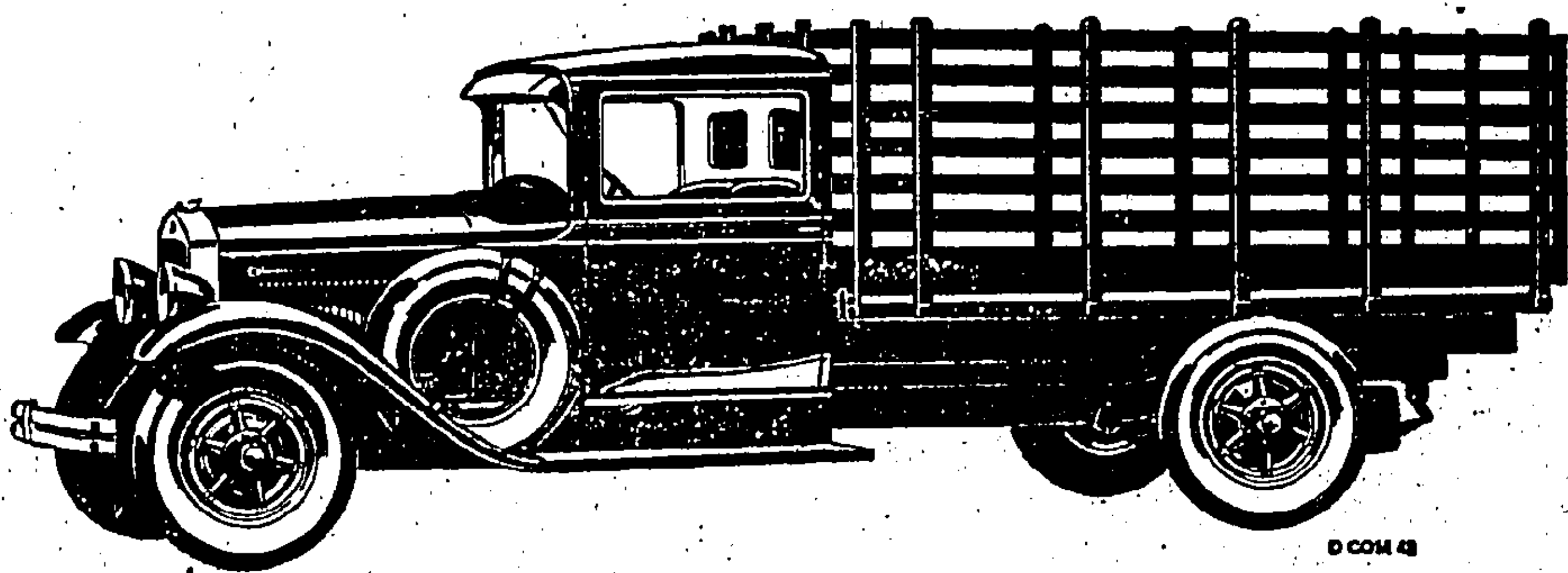
THE DRAGON MOTOR CAR CO., LTD

Telephone 30228.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT . . BUICK WILL BUILD THEM.

78 Years of "knowing how"

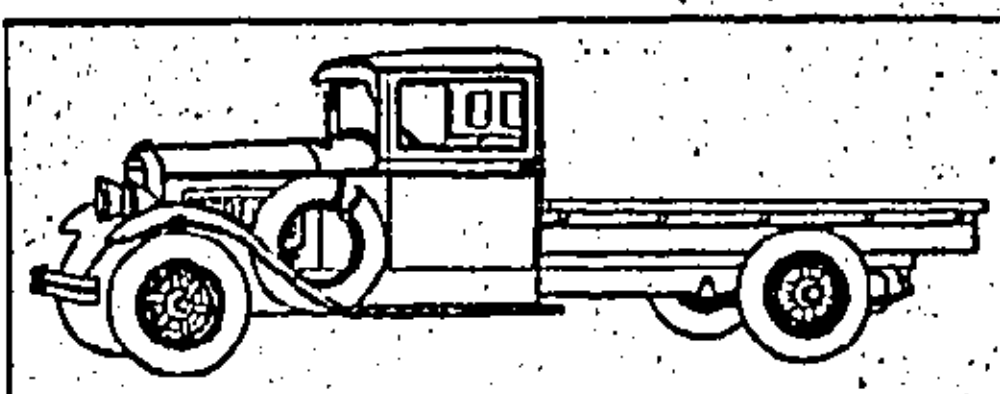


FOR 78 years the name Studebaker has enjoyed a world wide reputation for expert workmanship, highest quality and fair prices.

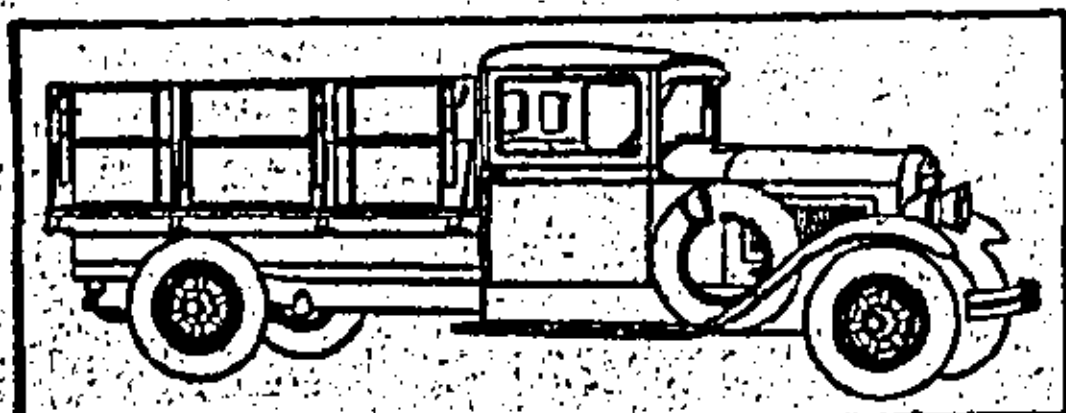
Studebaker has set a new standard in its new truck chassis of 4000-lb. capacity (plus 300 lbs. additional allowable weight for drivers). Its 6-cylinder Studebaker engine—

4-speed gearbox—sturdy front and rear axles—powerful 4-wheel brakes—stout frame and over-sized universal joints all emphasize Studebaker's unusual engineering skill.

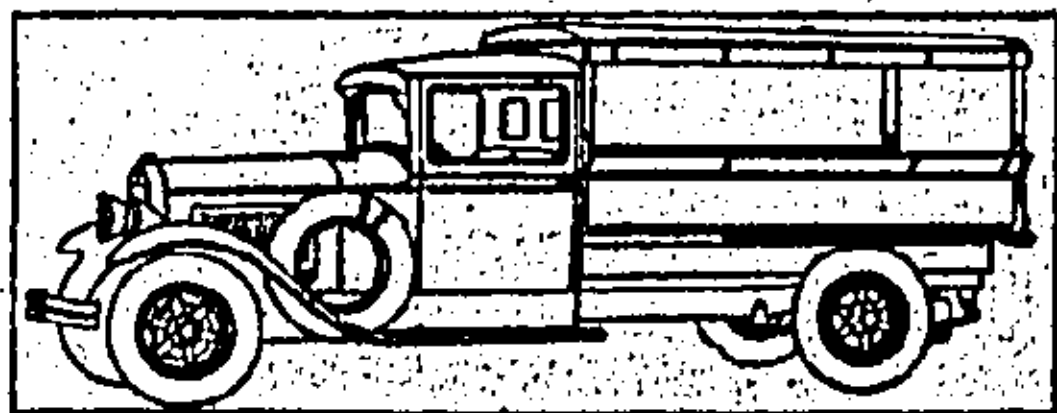
Because of its power, rugged construction and economy of operation it is an ideal unit for either bus service or for the rapid transportation of merchandise.



Chassis and Cab with flat platform



High box body for general hauling



All purpose body and cab

STUDEBAKER

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Telephone 24759.

STARTING THE CAR.

How Difficulties Could Be Removed.

What a fine thing it would be if internal combustion engines could be freed from the prime failing of having to be turned by some external means before they will start. In the case of big stationary engines this drawback entails the provision of compressed-air mechanism, smaller stationary plants have to have their flywheels turned by hand with a crowbar; motor car engines need big expensive batteries and electric motors to set them in motion, and the humble motor cycle requires muscular effort applied to a crank. If internal combustion engines could be made to start like steam engines, all these difficulties would be removed and all manner of advantages enjoyed.

Various arrangements have been tried with this object in view, and some of them have been successful, but as a general rule the various complications entailed in making engines more or less literally self-starting have outweighed the advantages.

One of the best ideas of this kind, which was employed on several big cars before the war took the form of a coil ignition equipment, which has a primary winding capable of being interrupted by a switch, on the instrument board. This allowed the driver to cause, at will, a spark in whichever cylinder happened to be on the firing stroke and if the engine had not been at rest for any considerable length of time a start very often resulted.

Engines in those days, of course, had very close fitting cast-iron pistons, and were probably much better gas retainers than those of 1930.

At the same time, it is not improbable, with the increasing adoption of coil ignition, that present-day small six-cylinder engines could not be made to start quite often in this manner with considerable advantage to the life of their batteries.

WHEN YOU MOTOR IN JAPAN.

"Rules of the road which visitors to Japan may understand have been prepared by the Tokyo Police Office. Their intention is most courteous and kindly, even if their English is not up to B.B.C. standards! These rules run:—

- "1. At the rise of the hand policeman, stop rapidly.
- "2. Do not pass him by or otherwise disrespect him.
- "3. When a passenger of the foot hove in site tootle the horn trumpet at him melodiously at first, but if he still obstacles your passage, tootle him with vigour and express by word of mouth the warning, 'Hi, hi!'
- "4. Beware the wandering horse

A VETERAN MOTOR-CYCLIST.

It was in March, 1903, that the Rev. F. W. Hassard-Short, of Bromley Common, Kent, first took up motor-cycling, and he is more enthusiastic than ever about it today. During the 27 years he has owned eight motor-cycles and prefers a motor-cycle to a car. He finds it most useful in visiting neighbouring churches and for calls upon parishioners. As he lives nearly a mile from his church it is particularly useful on Sundays, with the four services a day. It saves time.

When Mr. Hassard-Short began motor-cycling the speed limit was 12 miles an hour, and there were no such things as driving licences or number plates. He still keeps a machine he had in 1912, which he used largely during the early days of the war, when he was padre to the Kent Cyclist Battalion. On the tank is bravely inscribed the motto, *Ut Veniant Omnes*, which, broadly translated, means "Let 'em all come."

Tall and broad-shouldered, with twinkling blue eyes and snow-white hair, he is a standing example of the good health to be got from a pastime which only its patrons fully appreciate.

DAZZLE TO BE PROHIBITED.

It is semi-officially announced that the Ministry of Transport will shortly make it compulsory for all cars to be fitted with an apparatus for dipping or swivelling headlights. It will mean a great expense to motorists, but it is the right thing. It is the only solution of a serious problem.

It is said that, in order to relieve motorists to some extent, the Ministry may buy up the patent of the most successful device, so that it can then be supplied cheaply to us all. It may not be necessary that the lamps themselves shall be movable. It will be enough if the beam can be deflected.

It is probable, also, that a maximum height from the ground will be fixed. Those big solus lamps, high up, affected by some fuses, are a real menace on the roads.

The Ministry of Transport is consulting with the motoring associations on the subject, and we may take it, that, before another 12 months have passed, dazzling headlights will be declared illegal.

that he shall not take fright as you pass him by. Go soothingly by. Do not explode the exhaust box at him.

- "5. Give big space to the festive as you go by.
- "6. Go that shall sport in the roadway.
- "7. Go soothingly in the grease mud, as there lurks the skid demon."

LUBRICATION.

Care of the Chassis Important.

A great deal has been done recently in the matter of simplifying the lubrication of those mechanical parts of the car which are generally grouped under the head of "chassis details." "One-shot" lubrication has come to the front and it certainly saves much time and a lot of grovelling under and about the car. It is very convenient for the woman driver and owner, who, naturally, wishes to be relieved as much as possible of the dirty greasy work about a car. But one-shot lubrication systems, like other subsidiary devices, require looking after. The user should see that the lubricant gets to all the places intended to be supplied.

In this connection it is well to point out that any system of chassis lubrication will become ineffective if neglected. The "one-shot" system should be operated a little at a time, but very often. This will prevent congealing of the lubricant. If neglected for any length of time, it may be found that all the terminal points of the system are not getting the lubricant. This will be a worse case than neglect of one or two greasers of the conventional system. Some makers have almost entirely done away with the need for lubricating certain parts of the chassis. This will be a worse case. They have applied the principle of designing so as to have no articulation parts. Thus quarter-elliptic springs can be fitted without any working pins or shackles, or joints whatever. Frictionless compressed rubber bushes can be used in other parts.

Flexible spring connections instead of jointed connections can be contrived, and eventually, no doubt, we shall arrive at the time when our lubricating duties will consist solely of fitting a lubricant chamber on the car and seeing that it is kept full.

It will be a great relief to the owner-driver and it will do away with that wear and tear and expense which inevitably falls to the lot of the motorist who neglects the lubrication of the various mechanical details of his car.

PROMPT REPAIRS

FIAT GARAGE

67A, 67B, Des Voeux Rd. C.
Tel. 24821.

SEND IT HOME.
MENTAL TONIC
 "OVERLAND CHINA MAIL"
 CREAM OF THE WEEK'S NEWS
 FREE ILLUSTRATED SUPPLEMENT.
READY TO-MORROW
 25 Cents. 25 Cents.

China Mail

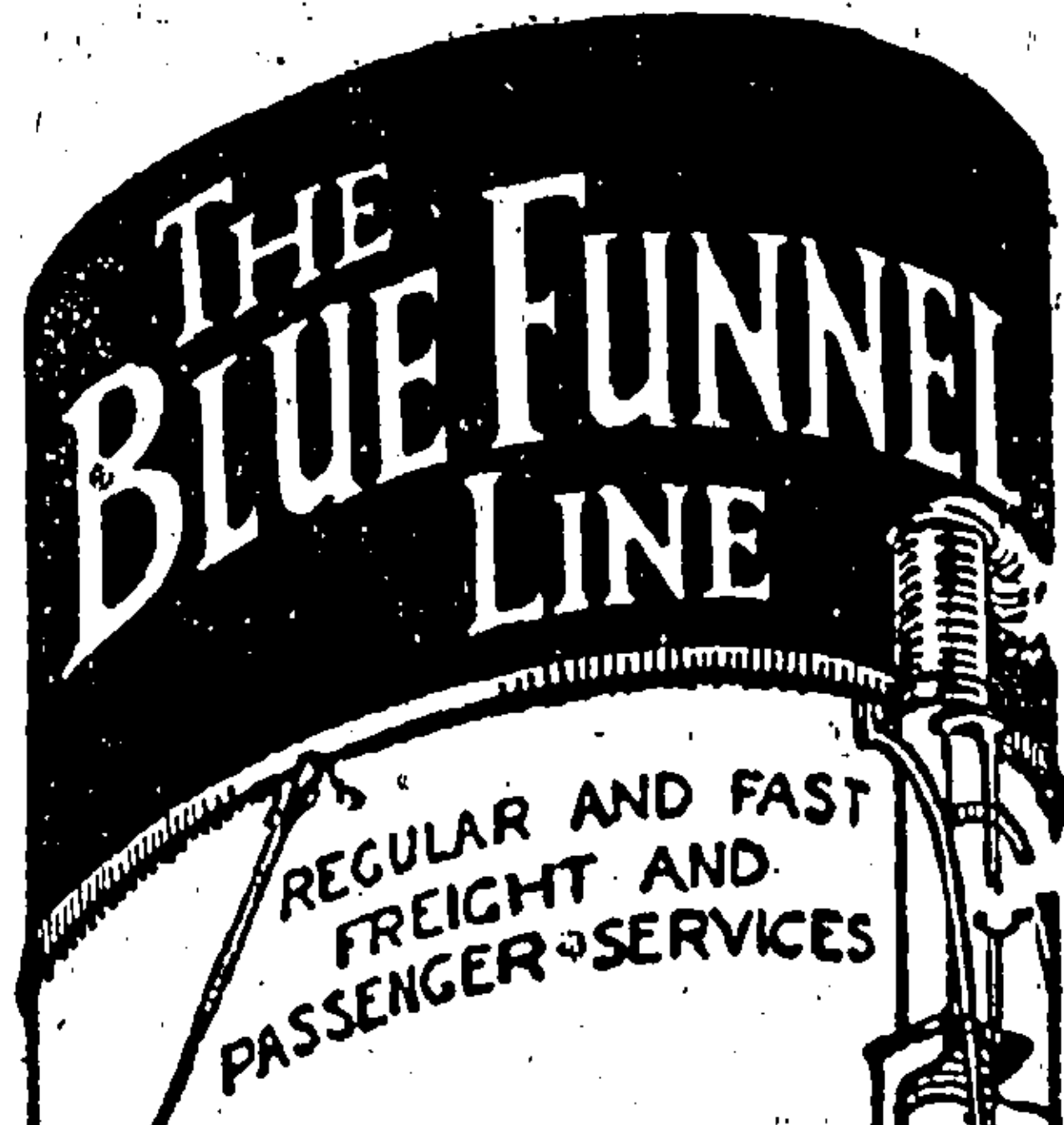
Thursday, May 15, 1930.
 Fourth Moon, 17th Day.

ESTABLISHED
 1845

大英五月十五號 禮拜四
 中華民國庚午年四月十七日

HONG KONG, THURSDAY, MAY 15, 1930.

THE BEST REMEDY
FLETCHER'S
PRICKLY HEAT
LOTION
 Prepared by
THE PHARMACY
 (FLETCHER & CO., LTD.)
 A.P.C. Bldg. Tel. 20345.



LONDON SERVICE.

"PERSEUS" Sails 20th May M'les, L'don, R'dam, & Hamburg
 "ANTENOR" Sails 11th June M'les, L'don, R'dam, & Glasgow
 † Calls at Casablanca.

LIVERPOOL SERVICE.

"IDOMENEUS" Sails 23rd May Genoa, Havre, Liverpool & Glasgow
 "TETRESIAS" Sails 20th June Genoa, Havre, Liverpool & Glasgow
 † Calls at Algiers.

NEW YORK SERVICE.

"TANTALUS" Sails 1st June For New York, Boston & Baltimore

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
 "PROTEUS" Sails 20th May Victoria, Vancouver & Seattle
 "TALITHYRUS" Sails 19th June Victoria, Vancouver & Seattle

INWARD SERVICE.

"KT. COMPANION" Due 18th May For S'hai, Moji, Kobe & Y'hama.
 "ACHILLES" Due 20th May For S'hai, Moji, Kobe & Y'hama.

PASSENGER SERVICE.

"ANTENOR" Sails 11th June at daylight For S'pore, Mar. & L'don
 "HECTOR" Sails 9th July at daylight For S'pore, Mar. & L'don
 Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passenger rates and information apply to:-

Butterfield & Swire,

POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

The attention of the Public is specially directed to the time of closing the mails for Europe by the s.s. Hakone Maru this week-end. The mails will be closed at 6 p.m. on Friday, the 16th inst. instead of 9.30 a.m. on Saturday which is the usual time.

INWARD MAILS

From	Per
THURSDAY, MAY 15.	
Shanghai and Swatow	Nanchang
Australia and Manila	Tanda
Europe via Negapatam, Letters only, London	Kumsang
April 17	
FRIDAY, MAY 16.	
Shanghai and Europe via Siberia (London)	Zosma
April 25	
Shanghai	Nagpore
Japan and Shanghai	Hakone Maru
SATURDAY, MAY 17.	
U.S.A. (San Francisco, April 18), Honolulu,	President Adams
Japan and Shanghai	
Europe via Negapatam (Papers only, London, April 17)	Havelland
Shanghai and Swatow	Sunning
SUNDAY, MAY 18.	
Amoy	Tjisalak

OUTWARD MAILS

For	Per
THURSDAY, MAY 15.	
Straits	Lyeemoon 3.30 p.m.
Samshui & Wuchow	Kochow 4 p.m.
Japan	Tanda 5 p.m.
Amoy	Kumsang 5 p.m.
FRIDAY, MAY 16.	
Shanghai and *Europe via Siberia	Phomus 3.30 a.m.
Manila	Zosma 1.30 p.m.
Swatow, Amoy and Foochow	Hai Ning 2 p.m.
Straits, Ceylon, India, Mauritius,	
E. & S. Africa, Aden, Egypt & Europe via Marseilles	Hakone Maru (Due Marseilles, June 15.)
K.P.O.	G.P.O.
Registration May 16, 4.30 p.m.	Registration May 16, 5 p.m.
Letters 4.30 p.m.	Letters 5 p.m.
Tourane	Chung Kong 5 p.m.
SATURDAY, MAY 17.	
Straits & Calcutta	Nagpore 10.30 a.m.
	Hosang
	Parcels May 17, Noon
	Letters 1 p.m.
Saigon	Wai Shing 4.30 p.m.
Manila	President Adams 5 p.m.
Amoy	Antung 5 p.m.

*Supersubscribed correspondence only.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 24, Wyndham Street, Hong Kong.

MORTGAGE DISPUTE.

Armed Launch Changes Hands in Hong Kong.

UNSTAMPED DOCUMENT.

The case was continued this morning at the Supreme Court in which Chan Wan-po, on behalf of himself and all the partners in the Po On Company, are suing Mak Chun-loong, alias Ng Shing, for a declaration that they are the rightful owners of the armed launch, Sun Chiu On, and for damages arising out of the allegedly illegal mortgage of the vessel by the defendant to Dr. R. A. Basto, M.B.E.S., M.R.C.S. The total of the damages claimed from the defendant is said to be \$10,500.

Mr. H. G. Sheldon, instructed by Mr. F. H. Loseby, is for the plaintiffs, while the defendant is conducting his own case.

Power of Attorney.

Defendant continued his cross-examination this morning of Chan Wan-po, and asked him if he had attested his signature on the power of attorney as a witness. Witness replied that he had not. The power of attorney was given to defendant by Ng Shing, who was the principal manager of the Po On Company.

Defendant: Was the power of attorney stamped with the Canton Government stamp?—No, the original document bore no stamp.

After the document had been executed and signed, to whom was it given?—You took it yourself and brought it down to Hong Kong.

When I was given the power of attorney, did you not ask me for some sort of guarantee—I did not because at the time I was not in charge of the business, and as far as I know no guarantee was asked.

You were assistant manager and Ng Shing was the principal, do you mean to say that in giving away a document of so much importance you and Ng Shing had never discussed the matter? Ng Shing was in another shop and I had no idea that a power of attorney was given to you or even contemplated until you brought it to me to sign.

Arms on Board.

You know that the vessel had arms on board, and that my duty in Hong Kong was a responsible one, so when in giving me a power of attorney, why was it not properly executed in a solicitor's office?—The matter was entirely between you and Ng Shing.

His Lordship (Sir Joseph Kemp) pointed out to Mr. Sheldon that the point which defendant had just raised was a new one. "The power of attorney

(Continued on next Column)

CRIMINAL SESSIONS.

Carnell to be Tried by Chief Justice.

ECHO OF STRIKE.

The Criminal Sessions for this month have been fixed for Monday, May 19. There are only three cases on the calendar, all of which will be heard by the Chief Justice, Sir Joseph Kemp, K.C.

Bernard Joseph Carnell, a Briton of no fixed abode, will be arraigned on an indictment of uttering a forged cheque at the Flat Garage, by means of which he is alleged to have fraudulently obtained a magento, valued at \$115.

Lau Sang, Lau On, and Heung Yung will be tried for robbery by two or more persons. An additional charge of robbery and wounding has been preferred against the third accused, and the first accused is also charged with receiving stolen goods.

The last case on the calendar is one of wounding with intent and simple wounding preferred against Hui Tim. The alleged crime is, said to have been committed five years ago during the General Strike in Hong Kong.

was not stamped and he thought it could not be admitted as evidence.

Counsel replied that it was a foreign document, and the point really centred on International Law.

His Worship told defendant that in accordance with the Laws of Hong Kong a document that was not stamped would not be admissible as evidence. "He would, however, consider that point to see whether the document in question should be excluded or not. He would not give a decision before looking up the authorities. The case is proceeding.

AIR MAILS.

Decision of the German Government.

ORIENT RULED OUT.

Berlin, Yesterday.
 The German Government has ruled out the possibility of a Far Eastern air mail service via Russia, as being uneconomical.

The Minister of Communications in a statement before the Budget Committee said that the Moscow-Peking-Shanghai line would traverse the most deserted portion of the earth, and would require too heavy subsidies.

He said he would refuse to sign the agreement concluded between the Lufthansa and the Chinese Aviation Company. On the contrary, the Government were prepared to subsidise fifty per cent. of the cost of the Berlin-Bagdad line, to link up with the British lines to India and Australia; and would also support a trans-Atlantic line.—Reuter.

NANSEN'S DEATH.

World-wide Sympathy Aroused.

Oslo, Yesterday.

Dr. Nansen's death, which came unexpectedly while the explorer was talking to his daughter-in-law, has evoked world-wide expressions of condolence; and was commemorated at an extraordinary meeting of Parliament which was crowded to listen to an oration by Mr. Hambro, the President, extolling the rich scientific and humanitarian services of Dr. Nansen.

Parliament voted the cost of a national funeral.—Reuter.

Genuine
BAYER
ASPIRIN
 SAY "BAYER ASPIRIN" and INSIST!
 "BAYER'S ASPIRIN First in the World."

TO-DAY TO SATURDAY
 At 2.30, 5.30, 7.20 & 9.20 p.m.
 AT THE
MAJESTIC
 NATHAN ROAD, KOWLOON.
Columbia Pictures
 presents
"THE BLOOD SHIP"
 Featuring
Hobart Bosworth
Jacqueline Logan
Richard Arlen

She was beautiful and winsome—the only woman aboard a hell-ship and what a motley crew, captained by a brute incarnate with a band mate! You'll thrill at the tense, powerful scenes in this sensational drama—Showing for the first time in Hong Kong.

AMUSEMENTS

"I have sinned . . . but who among us can say he is without sin. . . ."

Madame



WITHOUT doubt the finest and most moving drama that has come to the All-Talking Screen.

with
RUTH CHATTERTON
LEWIS STONE
RAYMOND HACKETT

A Metro-Goldwyn-Mayer
ALL TALKING PICTURE

AT THE **QUEEN'S** TO-DAY TO SATURDAY
 At 2.30, 5.10, 7.15 & 9.20.

THE
"RESCUE"
 Samuel Goldwyn presents
RONALD COLMAN
 AT THE **STAR** TO-DAY TO SATURDAY
 AT 5.30 & 9.20.

JOHN GILBERT
 IN
 THE
COSSACKS
 AT THE **WORLD** TO-DAY TO SATURDAY
 At 2.30 & 7.15 Interpreter
 At 5.15 & 9.20 Orchestra

QUEEN'S NEXT CHANGE

DON'T FAIL TO SEE

"SO THIS IS COLLEGE"
 THE BEST OF ITS KIND.